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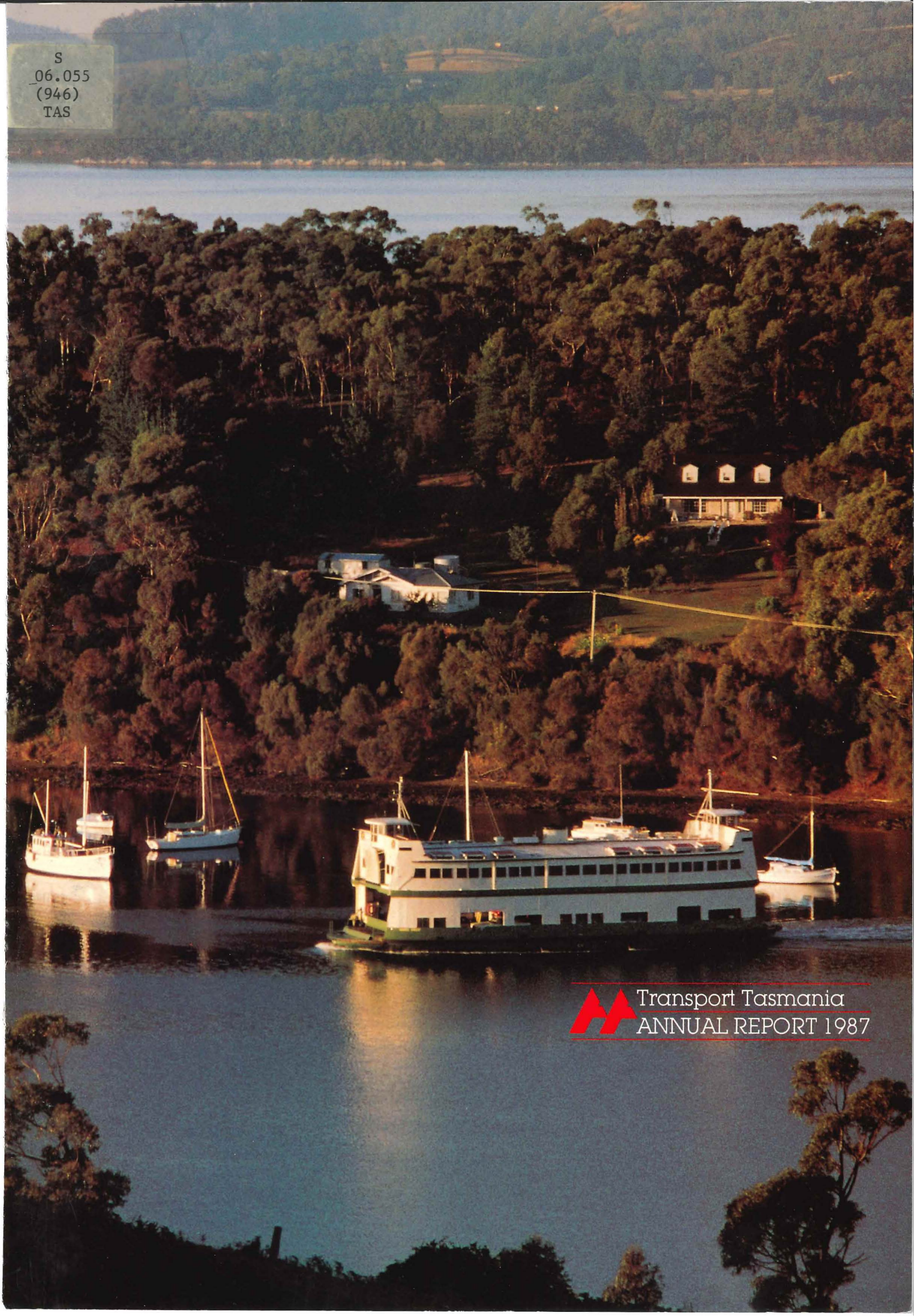

# Transport Tasmania
# ANNUAL REPORT 1987

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Tasmania Australia
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HOBART 7001

Telephone: (002) 389 201
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Transport Tasmania's head office in Collins Street, Hobart.

LAUNCESTON OFFICE:
55 Elizabeth St
LAUNCESTON 7250
Telephone: (003) 322 101

DEVONPORT OFFICE:
31 King Street
DEVONPORT 7310
Telephone: (004) 244 133

BURNIE OFFICE:
6 Queen Street
BURNIE 7320
Telephone: (004) 311 133

PTA ENGINEERING
82 Mayne Street
INVERMAY 7250
Telephone: (003) 263 411
Telex: 58584
Fax: (003) 265 589

tt-LINE

Devonport Terminal
EAST DEVONPORT 7310
Telephone: (004) 279 751
Telex: 59255
Fax: (004) 244 966

Station Pier
PORT MELBOURNE 3207
Telephone: (03) 645 2766
Telex: 151684
Fax: (03) 646 3867

Marketing

Marine Board Building
1 Franklin Wharf
HOBART 7000
Telephone: (002) 389 360
Telex: 58304
Fax: (002) 389 234

Accounts
1 Collins St
HOBART 7000
Telephone: (002) 389 212
Telex: 58149
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REPORT FOR YEAR 1986/87
TASMANIA. TRANSPORT COMMISSION
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## COVER

The Bruny Island Ferry, Harry O'May, leaves Kettering on the first of her nine daily trips to Roberts Point. For more details on the service see page 52.

# TRANSPORT TASMANIA

1 Collins Street
HOBART 7000

G.P.O. Box 1002K

Telephone: 38 9201
Telex: 58149
FAX: 002-310976

The Hon. N.C.K. Evers, M.H.A.
Minister for Transport
HOBART

Dear Minister

I have pleasure in submitting the Annual Report of Transport Tasmania for the year ending 30 June 1987, pursuant to the provisions of Section 26 of the Transport Act 1981.

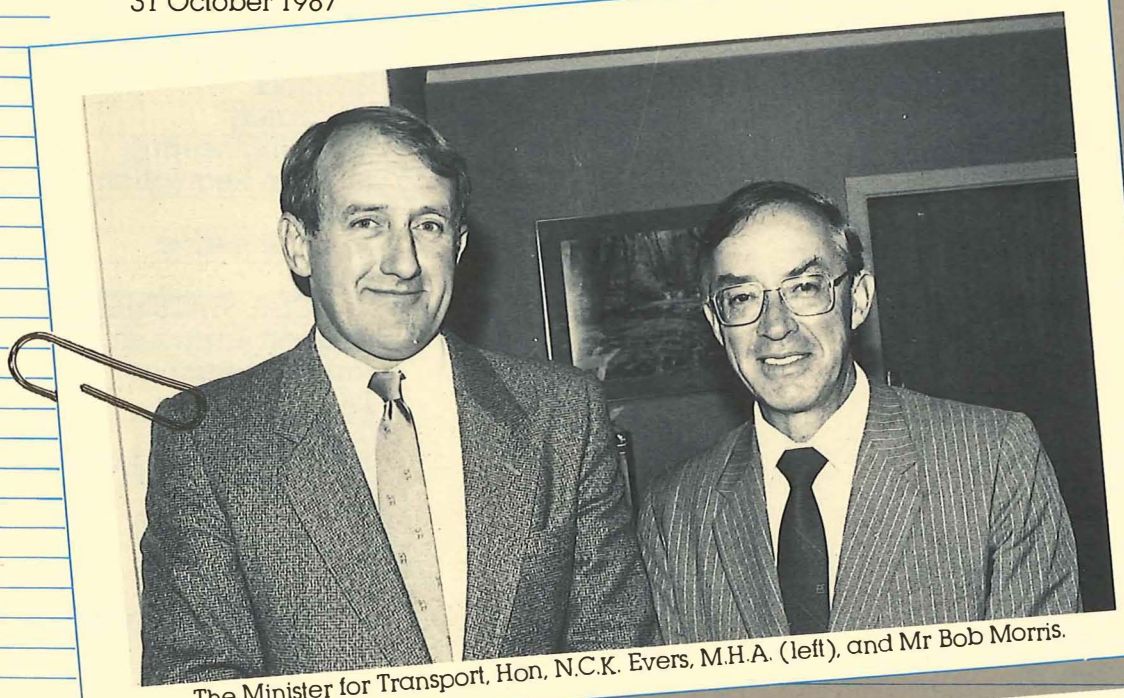
This year's report differs in content, style and format from past reports. Significantly, it has also been prepared and made ready for printing on a schedule which will see it released for public scrutiny some eight months earlier than has typically been the case in the past. The overall aim of the report has been to present the activities and achievements of Transport Tasmania, along with a body of useful information about the Commission and Tasmanian transport, in a format which makes the information both readily available and of interest to its readers. Transport Tasmania maintains strong links with all sectors of the transport industry, Government agencies at Municipal, State and Federal levels and many areas of the business community. As well as informing Parliament of our achievements, we see it as essential that these sectors of the community are also kept abreast of our activities.

I would like to take this opportunity to express my appreciation to all employees of Transport Tasmania, including those of PTA Engineering and TT-line, for the effort they have put into making the year so successful. I would also like to record our gratitude to Bob Morris for his contribution to Tasmanian transport in the seven years during which he was Commissioner for Transport. He left Transport Tasmania on 15 May 1987 to take up the position of Secretary of the Department of Public Administration. I know all of us at Transport Tasmania wish him well in his new position.

Yours sincerely

(A.J. Pedder)
**Commissioner**

31 October 1987



The Minister for Transport, Hon. N.C.K. Evers, M.H.A. (left), and Mr Bob Morris.

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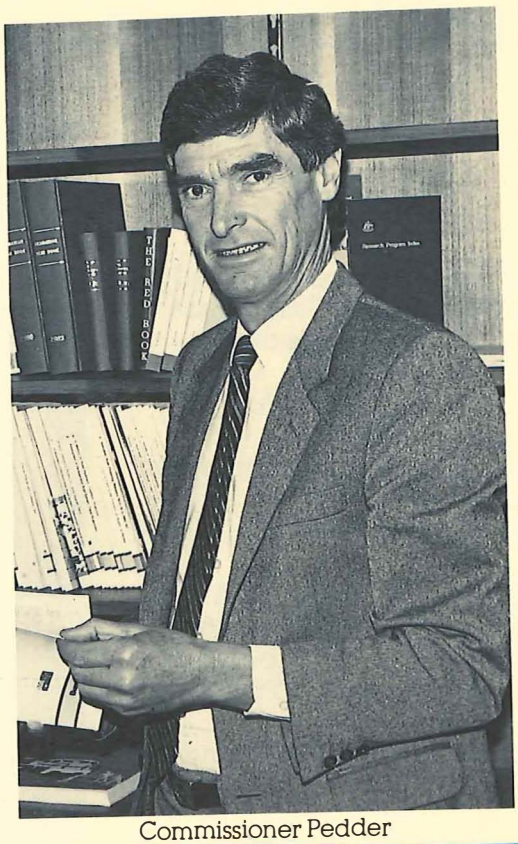


Commissioner Pedder

- **Staffing**
  During the year Transport Tasmania successfully carried out all the functions required of it under the Transport Act 1981. This was accomplished with a core establishment of 408, a drop of 5.7% on the number of staff employed at the end of the previous year.
- **Finance**
  Due to tight control of expenditure and careful management, the Commission's operating loss was reduced by around 8% in real terms on the figure for the previous year.
- **Brambles Joint Venture**
  1986/87 saw the second year of operation for the Joint Venture with Brambles servicing King Island. This arrangement resulted in a saving to the Government of $2 million. The arrangement ceased on 30 June 1987.
- **Abel Tasman**
  The Abel Tasman service completed its second year carrying 180,998 passengers and 52,461 vehicles. The service operated smoothly with no industrial disputes. It is pleasing to note that TT-line recorded an operating surplus of $2,761,666 for the year.
- **Driver Licensing and Vehicle Registration**
  Staff at Transport Tasmania processed over 700,000 licensing and registration transactions for the year. As well as maintaining adequate safety standards through effective registration and licensing, over $82 million was passed on to Treasury through the collection of fees and taxes.
- **Air Fares**
  Air travellers to Hobart and Launceston will benefit from the introduction of a revised air fares formula. The formula adopted by the Independent Air Fares Committee takes account of points made in a submission to the Committee prepared by the Economic Planning and Research Division.
- **Traffic Engineering**
  Over 2,500 issues were looked into. Major traffic control systems became operational on the Burnie Expressway and in the vicinity of the Northgate Shopping Centre.
- **Road Safety**
  Amongst other means of keeping the road toll down, a highly successful bicycle safety helmet campaign was held. Following this campaign the use of bicycle safety helmets was shown as having increased by a factor of four.
- **Bruny Island Ferry**
  The Bruny Island Ferry service carried over 84,900 vehicles. Revenue for the service increased by 17% on the figure for the previous year.

# Financial Highlights

## FINANCIAL ARRANGEMENTS

Moneys are appropriated to finance Transport Tasmania's operations by means of the following acts:

- Consolidated Revenue Appropriation Act
- Loan Fund Appropriation Act
- Transport Act 1981 – Overseas Borrowings

The eleven Divisions which comprise Transport Tasmania operate under a number of quite independent accounting units.

These can be summarised as:

## 1. THE TRANSPORT COMMISSION LOSS

This details the operating income and expenditure of the following Divisions:

Secretariat
Personnel and Industrial Relations

Legal
Finance and Data Processing

Marine
PTA Engineering

## 2. OTHER SPECIALIST ACCOUNTS

Three other specialist accounts exist. The Traffic Account contains details of funds received and expended by the Transport Regulation and Traffic Engineering Divisions. The Road Safety Account details the financial operations of the Division of Road Safety. Finally, the Economic Planning and Research Division's activities are covered by the Planning and Research Account.

### SUMMARY OF TRADING RESULTS

| 1985/86 $ | | 1986/87 $ |
|---|---|---|
| | Transport Commission Loss | |
| 9,671,923 | Income from commercial operations | 9,785,668 |
| 682,578 | Other revenue | 968,436 |
| 10,354,501 | | 10,754,104 |
| | Operating Expenses, Interest, Depreciation and other Charges | |
| 10,430,666 | Operating expenses | 10,090,404 |
| 5,251,912 | Transport Tasmania administration | 6,026,819 |
| 822,149 | Other interest & depreciation | 799,223 |
| 16,504,727 | | 16,916,446 |
| (6,150,226) | Net Loss | (6,162,342) |

### OTHER INCOME AND EXPENDITURE

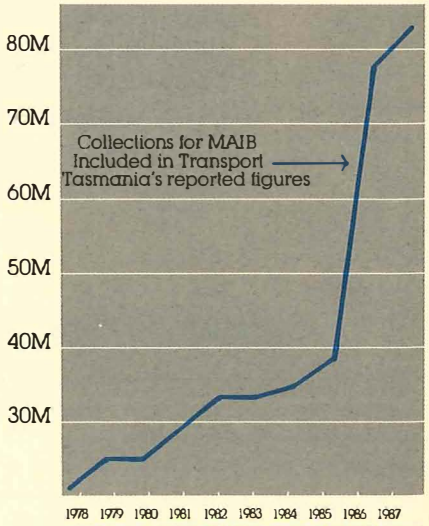
| | | |
|---|---|---|
| 7,156,667 | Income allocated to traffic, road safety and research activities | 7,174,319 |
| 3,989,719 | Expenditure – Motor registry | 4,034,539 |
| 2,071,337 | Expenditure – Traffic Engineering | 1,890,799 |
| 802,242 | Expenditure – Road Safety | 773,842 |
| 306,964 | Expenditure – Research | 284,572 |
| 7,170,262 | | 6,983,752 |
| (13,595) | Surplus (Loss) | 190,567 |

### TAXES AND OTHER FUNDS TRANSFERRED TO STATE TREASURY

| | | |
|---|---|---|
| 18,780,681 | Motor Taxation | 18,937,666 |
| 7,253,254 | Registration and Drivers Licences | 7,517,935 |
| 215,695 | Number Plates | 205,730 |
| 1,554,908 | Fire Service Levy | 1,563,825 |
| 145,367 | Public Vehicle Permit Fees | 165,012 |
| 379,933 | Motor Vehicle Security Interest | 183,890 |
| 15,406,376 | Stamp Duty | 15,775,827 |
| 32,833,109 | Motor Accident Insurance Board Premiums | 37,636,772 |
| 130,314 | Miscellaneous Other Fees and Charges | 130,465 |
| 76,699,637 | | 82,117,122 |
| 241,277 | Less refunds | 284,790 |
| 76,485,360 | | 81,832,332 |

## 3. TAXES COLLECTED FOR THE GOVERNMENT

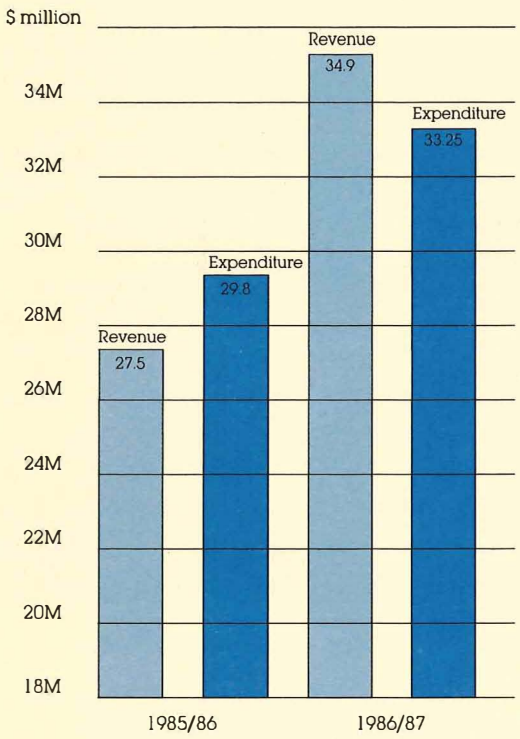
These funds play no part in the operations of Transport Tasmania. Transport Tasmania acts as the collecting agent for these funds which are in turn transferred to the State Treasury.




GOVERNMENT TAXES AND OTHER FEES COLLECTED BY TRANSPORT TASMANIA

## 4. TT-LINE

tt-Line operates along commercial lines, financially independent of the Government and with its own set of accounts.




REVENUE/EXPENDITURE

SUMMARY OF TRADING RESULTS

| 1985/86 | | 1986/87 | |
|---|---|---|---|
| | Income From - | | |
| 17,696,327 | Passengers & vehicles | 20,296,909 | |
| 2,700,686 | On-board spending | 2,813,639 | |
| 6,078,508 | Freight | 10,459,998 | |
| 1,051,425 | Other income | 1,380,127 | |
| 27,526,946 | | | 34,950,673 |
| | Operating Expenses Interest and Other Charges | | |
| 1,289,388 | Administration | 1,697,266 | |
| 3,405,789 | Passenger & Vehicles | 3,473,427 | |
| 2,409,813 | Freight | 3,647,337 | |
| 2,552,550 | Marketing & commissions | 2,528,744 | |
| 2,136,388 | On-board costs | 1,806,251 | |
| 16,842,926 | Ship Operating Costs (incl insurance) | 17,445,913 | |
| 28,636,854 | | | 30,598,938 |
| (1,109,908) | Balance from Trading Account | 4,351,735 | |
| (1,171,074) | Interest on Loans and Advances | (1,590,069) | |
| (2,280,982) | Surplus on Trading | | 2,761,666 |
| – | Write Off of Preliminary Costs | | (1,062,618) |
| (2,280,982) | | | 1,699,048 |

## OTHER SCHEMES AND ARRANGEMENTS

Examples of other schemes and arrangements financed from Consolidated revenue and accounted for by Transport Tasmania include:

Free passes and special concessions on road, rail and ferry services – $5,102

Subsidy to ensure continuity of the Flinders Island Shipping Service – $201,116

Kingston Bus Service — $24,686

Concessional travel for pensioners and unemployed – payment to private bus operators – $605,000

Concessional travel for pensioners and unemployed – payment to ferry operators – $3,591

Pensioners on King and Flinders Islands – air travel subsidy – $1,363

Residents of King and Flinders Islands – air travel subsidy – $115,152

Taxi service for disabled – subsidies – $200,000

# History of Transport Tasmania

## ADMINISTRATION

Transport Tasmania's origins lie in the commencement of construction of the Launceston to Deloraine railway in 1868. With a substantial financial interest in the venture the Government appointed a body of Commissioners to work with the Launceston and Western Railway Company and supervise the project.

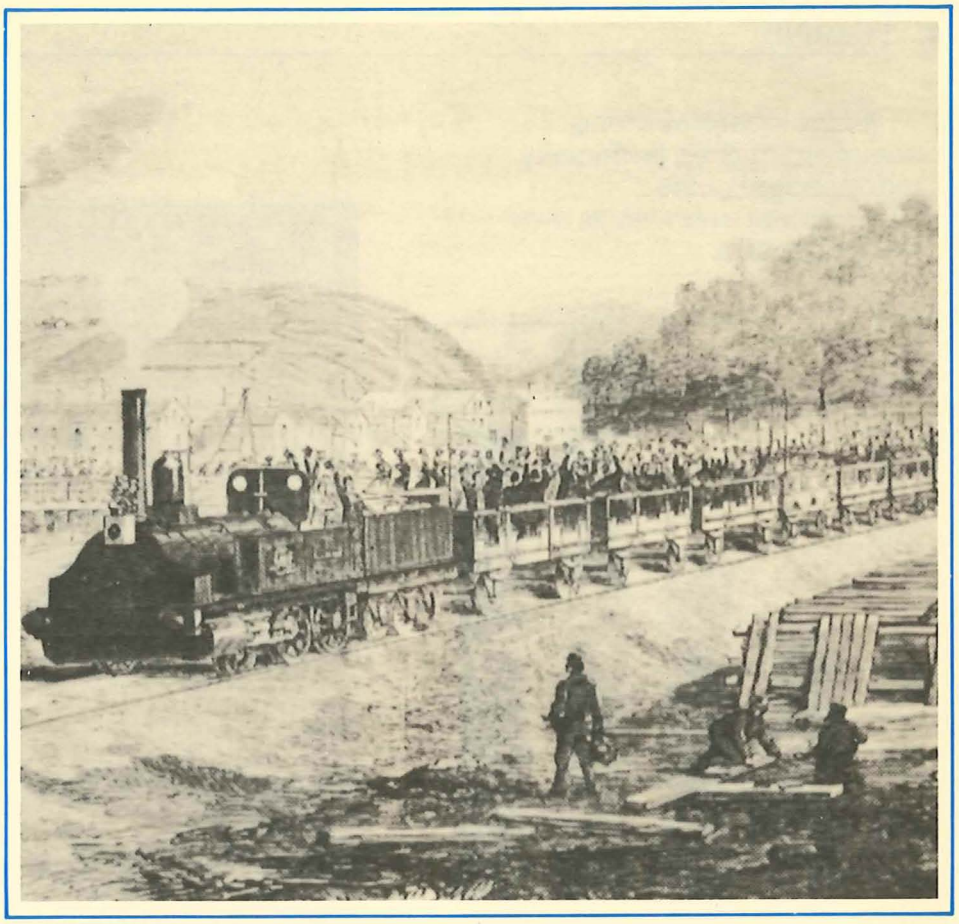
As with many similar ventures elsewhere in Australia and overseas, the line was not profitable. To avoid the closing of the line and to allow the continued development of the region the Government took over the operations of the railway in 1872.

The creation of the so called Launceston and Western Railway Department in 1873 marked the beginning of the administrative development of Tasmanian transport services.

With new lines built or purchased by the Government the expanding network became known as the Tasmanian Government Railways (TGR) or more officially the Railway Department. The first General Manager of Railways was appointed in 1888.

The passing of the Railway Management Act in 1910 converted the managership into a legally incorporated office of Commissioner for Railways. This phase of administration was characterised by increased autonomy of TGR, a pattern already exhibited in other States.

During the 1920s and 1930s railways lost their virtual monopoly of land transport. TGR's losses increased and acute problems of co-ordination developed with many administrative Agencies and supervising Ministers being involved in one form of transport or another.



An 1869 engraving of a test run on part of the Launceston to Deloraine Railway.

A committee of inquiry in 1928 recommended the establishment of a co-ordinating Transport Board bringing together the Commissioner for Railways, the heads of the roads and harbours sections of the Public Works Department, and the Commissioner for Police (who controlled the regulation and licensing of road transport).

A Transport Committee was formed, but its functions were too limited to enable effective co-ordination to take place. In 1938 the Government arranged for a senior New South Wales transport administrator, Mr M.S. Wilson, to undertake a study of the State's transport needs.

Following Wilson's recommendations, the Transport Act 1938 was passed and the Tasmanian Transport Commission formed. The three fundamental features of the legislation were :-

- rationalisation of transport under unified control;
- administration by a strengthened public corporation;
- complementary financial arrangements.

The legislation and the autonomy it gave the Commission was supported strongly by Premier Cosgrove. Following his death, however, that personal support was gone and much of the autonomy and power originally intended for the Commission dissipated. Political intervention increased and aspects of transport organisation were removed from the Commission. An example of this was the creation of the Metropolitan Transport Trust in 1955.

The transfer of the Tasmanian Government Railways to the Commonwealth in 1975 resulted in the Transport Commission becoming primarily an administrative and regulatory agency. The Commission retained, however, an operations arm in shipping services to King Island and Bruny Island. With the purchase of the "Nils Holgersson" in 1984 and its introduction onto the Bass Strait run as the "Abel Tasman" the Commission has once again undertaken the operation of a major transport service.

In 1981 the Transport Act (1938) was repealed and replaced with a new Transport Act.

The Transport Act (1981) reduced the number of Commissioners from three to one, and clarified the Commission's position in the Public Service – leaving it outside the control of the Public Service Board, but providing for Ministerial control on specific non-discretionary matters.

With the passing of the State Services Act in 1984, the Transport Commission became an agency listed under Part II of Schedule I of the Act; "State Authorities and other Organisations".

## SUCCESSION OF PRINCIPLE OFFICERS

Manager, Launceston and Western Railway

| | |
|---|---|
| 1876 –1886 | R.W. Lord |

General Manager, Tasmanian Government Railways

| | |
|---|---|
| 1886 – 1901 | F. Back |
| 1902 – 1903 | C. Hudson |
| 1903 – 1911 | J. McCormick |

Commissioner for Railways

| | |
|---|---|
| 1911 – 1923 | G. Wishart Smith |
| 1924 – 1927 | C. Miscamble |
| 1927 – 1938 | F.P. St Hill |

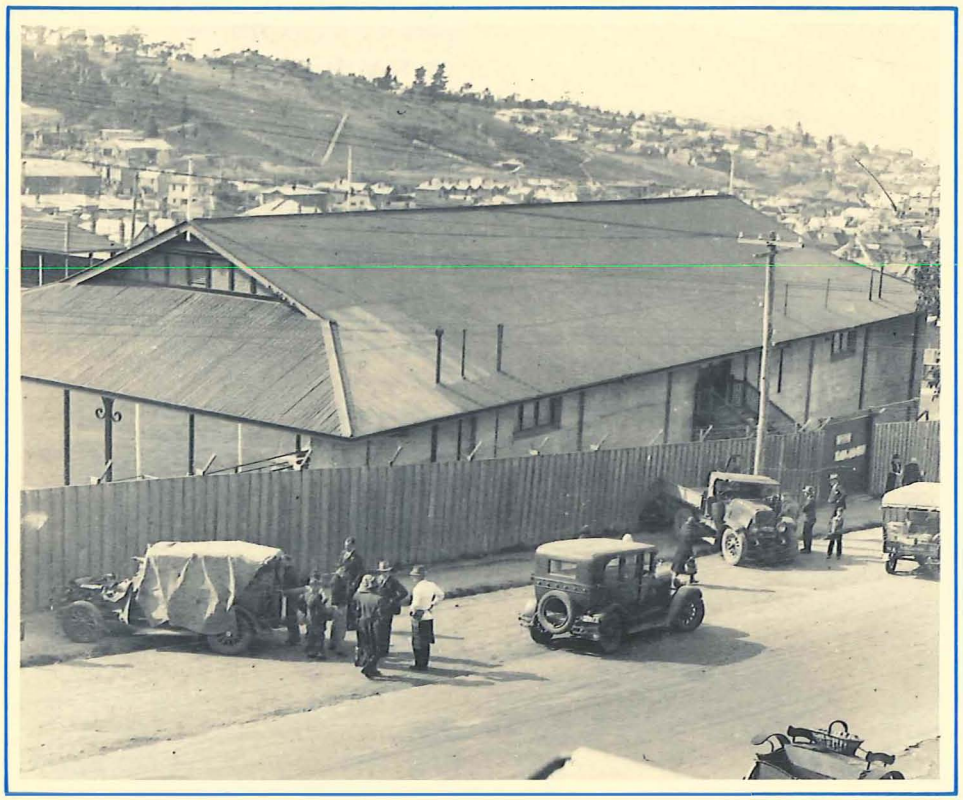
Commissioner for Transport and Chairman of the Transport Commission

| | |
|---|---|
| 1939 – 1951 | M.W.S. Wilson |
| 1951 – 1969 | C.E. Baird |
| 1969 – 1979 | G.T. Webb |
| 1980 – 1981 | R.W.J. Morris |

Commissioner for Transport

| | |
|---|---|
| 1981 – 1987 | R.W.J. Morris |
| 1987 – | A.J. Pedder |

A Transport Commission bus on the Lindisfarne run in 1946.



Road Safety has long been a concern of the Commission. This accident in North Hobart occurred in the early 1930s.

## ACTIVITIES

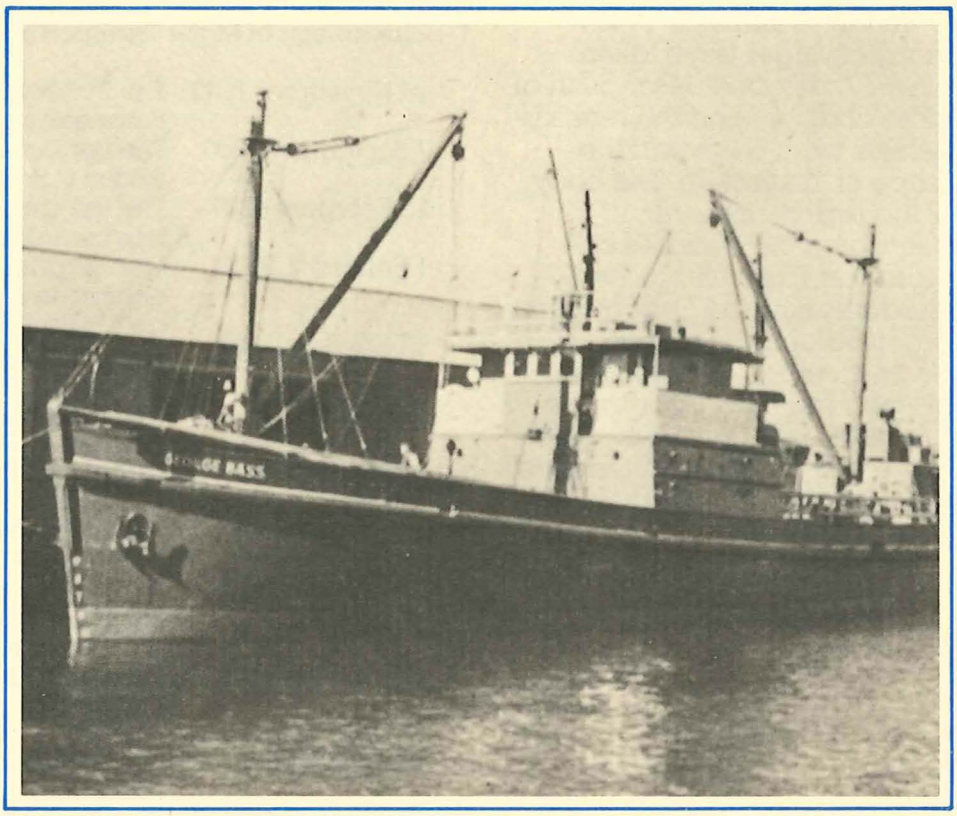
In the early days of European settlement in Tasmania ships provided the major means of transport. The Government's involvement in Transport included the construction of wharves and piers and increasingly the construction and maintenance of roads and bridges.

The construction skills of the Public Works Department were utilised after the Government's involvement in railways began. The PWD was responsible for the initial construction of new lines, while the Railways Department had the job of operating, administering and maintaining the railway services, including the cost of locomotives and rolling stock.

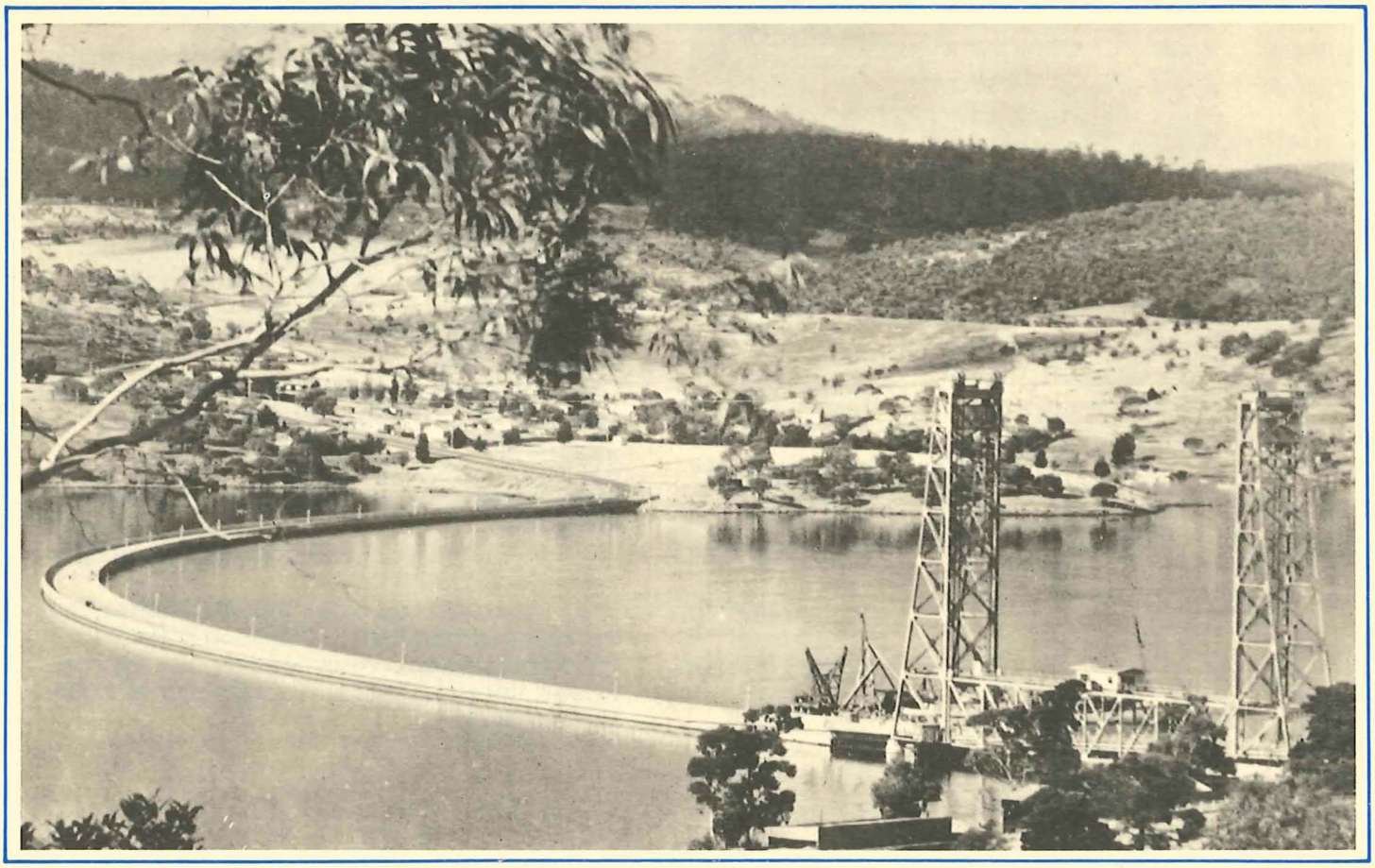
By the 1920s the Government had a broad involvement in transport. In addition to its other construction responsibilities the Public Works Department was in charge of building roads, bridges and railway lines. The Railway Department was responsible for the operation of rail services and a Derwent River ferry service, and in addition managed the Government Tourist Bureau which had been set up to entice visitors to tour Tasmania by rail. The Police Department administered all traffic matters and a Shipping Commission had been set up to operate coastal and interstate shipping services.

With the passing of the 1938 Transport Act and the creation of the Transport Commission most aspects of Government involvement in transport were centralised. In 1946, for example, the activities carried out by the Transport Commission included the following:-

- Operation of all Tasmanian rail services (with the exception of the Emu Bay and Mt Lyell railways)
- Railway maintenance and engineering
- Operation of the Tool Annexe
- Management and operation of the St Helens and Smithton aerodromes
- Registration, licensing and other aspects of the administration of road transport.
- Responsibility for road safety
- Operation of eastern shore bus services in Hobart
- Operation of long distance bus services throughout the State.
- Operation of a trucking service to and from Poatina.
- Maintenance of 2110 miles of state roads.
- The hire of road construction plant to Municipalities.
- Renewal and maintenance of bridges on country roads
- Administration and control of the newly opened Hobart Bridge, including toll collection
- Operation of a Bellerive ferry
- Operation of the East Coast shipping service.
- Control of 26 jetties in south and east Tasmania.



The "George Bass" which plied the East Coast of Tasmania in the 1940s and 1950s.

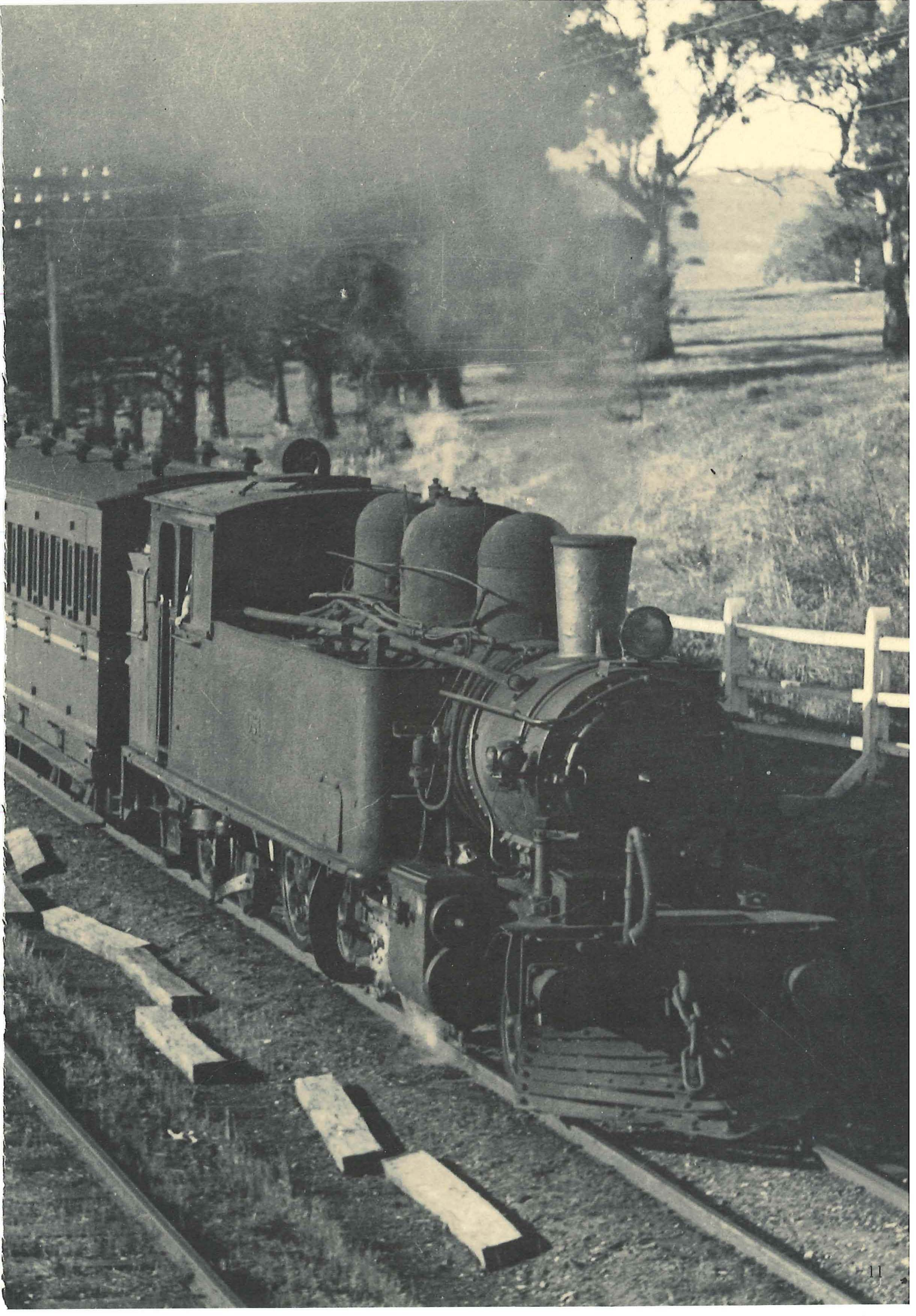


The floating bridge at Hobart. Opened in 1943 it was administered for many years by the Transport Commission. It was replaced by the Tasman Bridge in 1964.

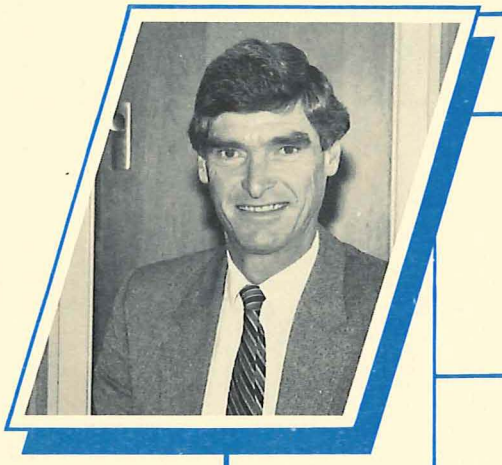
In the years since 1946 many changes have taken place. A detailed description of those changes and the reasons behind them is beyond the scope of this section. The body of this report, however, in describing the activities of Transport Tasmania today, illustrates how the Organisation has developed in recent years.In review, a chronology of Tasmanian transport is presented at right. It lists some of the more notable milestones since Tasmania was sighted by Tasman in 1642.

Chronology of Major Transport Events

| | |
|---|---|
| 24 November 1642 | The Dutch explorer Abel Tasman made the first European sighting of Tasmania. |
| 1 September 1803 | The first European settlement of Tasmania at Risdon Cove, near Hobart, was commenced. |
| 12 February 1807 | The first crossing of Tasmania from north to south was completed. |
| 1 February 1832 | The 'Surprise' became the first steamship to operate in Tasmania. It plied between Hobart and Bellerive. |
| 10 February 1871 | The Launceston to Deloraine Railway commenced operation. |
| 1 October 1890 | Tasmanian Government Railways took over The Tasmanian Main Line Railway Company |
| 21 September 1893 | Hobart Electric Tramways company commenced operation |
| 1 February 1909 | The Police Department commenced registering vehicles and licensing drivers. |
| 17 December 1919 | A.L. Long in a Boulton and Paul biplane made the first flight across Bass Strait between Smithton and Torquay. |
| 26 January 1937 | The first traffic lights in Tasmania commenced operation on the Liverpool/Elizabeth St corner in Hobart. |
| 1 July 1939 | The Transport Commission commenced operation. |
| 22 December 1943 | The Hobart Bridge was opened |
| 1 July 1955 | The Metropolitan Transport Trust took over Hobart tram and bus services. |
| 23 June 1956 | Official opening of Hobart Airport. |
| 2 October 1959 | The Princess of Tasmania entered service on the Devonport - Melbourne run, the first roll on - roll off vessel to serve Tasmania. |
| 17 August 1964 | The Tasman Bridge was opened for traffic |
| 13 September 1966 | The first jet airliner to service Tasmania landed in Hobart |
| 29 October 1966 | Launceston's new airport was opened. |
| December 1968 | Green Coach Lines was disbanded and the services taken over by Ayers Coach Services. |
| 5 January 1975 | Tasman Bridge hit by ANL vessel, Lake Illawarra, breaking the link between Hobart's eastern and western suburbs |
| 1 July 1975 | Ownership of Tasmanian Government Railways passed to The Australian National Railways Commission |
| 8 October 1977 | Tasman Bridge re-opened |
| 28 July 1978 | All rail passenger services in Tasmania were terminated. |
| 6 January 1982 | Random breath testing of motor vehicle drivers was introduced |
| 1 July 1983 | The Division of Road Safety was transferred from the Police Department to Transport Tasmania |
| 1 July 1985 | The Abel Tasman commenced regular services when it departed Station Pier, Melbourne, bound for Devonport |



# Structure



Commissioner
A.J. Pedder

Deputy Commissioner
W.N. Aplin

| | |
|---|---|
| Secretariat | General administration, local airports, public relations and co-ordination with Ministerial office. |
| Economic Planning and Research | Specialised professional transport economics services, including systems planning and evaluation, market research, travel surveys, transport information and overall Federal and Interstate policy co-ordination. Provides limited consulting services to external private and/or Government organisations on a commercial basis. |
| Finance and Data Processing | Internal accounting, payroll, auditing, management information and data processing.Provides computing services to external Government clients on a commercial bureau basis. |
| Legal | Full range of professional legal services, including contracts, insurance, claims, prosecutions and statutory law. |
| Personnel & Industrial Relations | Control of staffing establishment, appointments, reclassifications, training and development, industrial negotiations and agreements. |
| Transport Regulation | Administration of the Traffic Act 1925 and Regulations, testing and licensing of drivers, registration of motor vehicles, licensing of public vehicles and enforcement of vehicle weights and dimensions. |
| Traffic Engineering | Regulatory control of traffic by signs, signals, linemarking and other control devices, design, manufacture, operation and maintenance of traffic signals, traffic management schemes, traffic surveys, maintenance of the State's traffic accident records and road safety research. |
| Road Safety | Administration of school crossing guards, school education, publicity and co-ordination of policy development and initiatives. This Division reports directly to the Minister for Road Safety. |
| Marine | Operation of the "Straitsman" King Island cargo shipping service and the Bruny Island ferry service, support services to tt-line and marine policy advice. |
| PTA Engineering | Operation of an Australian Standard 1822 certified light engineering workshop specialising in the design, fabrication, manufacture, repair, electroplating and metal finishing of components for industry using advanced technology. |
| tt-Line | Operation of the "Abel Tasman" Bass Strait passenger and vehicle ferry service. |

## TRANSPORT COMMISSION

In 1981 the Parliament of Tasmania passed the Transport Act 1981 which repealed the Transport Act 1938 and abolished "The Transport Commission" constituted thereunder.

The Transport Act 1981 empowers the Governor to appoint a Commissioner for Transport incorporated as a corporation sole with the corporate name "Transport Commission".

## TRANSPORT DEPARTMENT

The Transport Act 1981 provides that the Commissioner for Transport and all persons employed to carry out the duties of the Transport Commission constitute a body known as the Transport Department.

Since the Transport Department so defined is not a separate legal entity, it has no specific statutory powers or functions, and is confusing when compared to traditional Government Departments. For this reason the use of the term "Transport Department" is avoided whenever possible by the Commission.

Interestingly, in the list of Agencies in Schedule 1 of the Tasmanian State Service Act 1984, the Commission is included in Part II (State Authorities and Other Organisations) and not Part I (Government Departments), but is described as Transport Department.

## TRANSPORT TASMANIA

To assist in its public relations and to resolve this nomenclature dichotomy the Commission has adopted the corporate name Transport Tasmania.

Several business names are registered by the Commission with the Commissioner for Corporate Affairs which are used by the Commission for its trading operations :-

- tt-line ("Abel Tasman" service)
- PTA Engineering (Precision Tool Annexe)
- Tallyphone (Telephone Management Service)

## POWERS OF THE COMMISSION

- To regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust.
- To enter into contracts for the carrying on, and maintenance, of transport services in this State.
- To carry on as a commercial undertaking the manufacture, maintenance, repair, and sale of light engineering products.
- To grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose.
- To take such steps as it may think necessary or desirable for effecting the co-ordination of transport services, and the improvement of transport in this State.
- To operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth.
- To enter into a contract for the carrying on and maintenance in a particular case and for the purpose of meeting a particular emergency of any transport service in this State and between any place in this State and any other place.

## AIMS OF TRANSPORT TASMANIA

Transport Tasmania aims to develop, maintain and encourage safe, reliable and efficient transport services both within and to and from Tasmania.It sees the provision of these services as generally lying within the portfolio of private enterprise.Nevertheless, the Commission has, for a variety of reasons, operated some services which might otherwise have remained unprovided.

Transport Tasmania aims to initiate or foresee changes in technology, demand and the economic environment affecting transport so as to assist in the efficient delivery of transport services to the Tasmanian community.

Transport Tasmania recognises the dynamic nature of transport and strives to ensure that its policies and practices are attuned to this dynamism.

## FUNCTIONS OF TRANSPORT TASMANIA

- To devise, initiate and carry out measures for the co-ordination, improvement and economic operation of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust.
- To ensure so far as it is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public.
- To administer the Traffic Act 1925.
- To do any thing incidental or conducive to the performance of any of the preceding functions.

# Acts

| Acts Administered by Transport Tasmania | |
|---|---|
| | Air Navigation Act 1937 |
| | Burnie to Waratah Railway Act 1939 |
| | Civil Aviation (Carriers' Liability) Act 1963 |
| | Common Carriers Act 1874 |
| | Commonwealth Powers (Air Transport) Act 1952 |
| | Damage by Aircraft Act 1963 |
| | Devonport Airport (Special Provisions) Act 1980 |
| | Don River Tramway Act 1974 |
| | Emu Bay Railway Acts 1965 and 1976 |
| | Hobart Bridge Act 1958 |
| | Marine Act 1976 |
| | Marine Board of Devonport (Special Powers) Act 1980 |
| | Merchant Seamen Act 1935 |
| | Motor Vehicles Securities Act 1984 |
| | Motor Vehicles Taxation Act 1981 |
| | Mount Dundas and Zeehan Railway Acts 1890 and 1891 |
| | Mount Lyell and Strahan Railway Acts 1892, 1893, 1896, 1898 and 1900 |
| | North Mount Lyell and Macquarie Harbour Railway Acts 1897, 1924 and 1928 |
| | North Mount Lyell Mining and Railway Act 1901 |
| | Oil Pollution Act 1961 |
| | Petroleum Products Business Franchise Licences Act 1981 |
| | Port of Hobart Reclamation Acts 1954 and 1958 |
| | Railway Construction Act 1885 |
| | Railway Management Act 1935 |
| | Railway Management (Emu Bay Railway Employees) Act 1968 |
| | Railways Clauses Consolidation Act 1901 |
| | Railways (Transfer to Commonwealth) (Retirement Benefits) Act 1977 |
| | Railways (Transfer to Commonwealth) Act 1975 |
| | Roads and Jetties Act 1935 |
| | State Employees (Long-Service Leave) (Emu Bay Employees) Act 1968 |
| | Straits Islands Shipping Services Subsidies Act 1948 |
| | Traffic Act 1925 |
| | Transport Act 1981 |
| | Urban Public Transport Agreement Act 1974 |
| | Water-Carriage Act 1918 |
| | Wynyard Airport (Special Provisions) Act 1982 |
| | Van Diemen's Land Company's Waratah and Zeehan Railway Acts 1895, 1896 and 1948 |
| | Wee Georgie Wood Steam Railway Act 1977 |

# Consultation

Transport Tasmania is involved in the administration, regulation and operation of aspects of all forms of transport in Tasmania. Regular and effective consultation with other government agencies at Federal, State and Municipal levels as well as with representatives from the private sector is essential for the continuing development of transport in the State.

An important means by which consultation takes place is through Inter-Departmental and Industry committees on which Transport Tasmania is represented.

These committees are listed below with a a brief indication of their role and importance.

## THE IMPORTANCE OF COMMITTEES

Transport Tasmania is represented on a wide range of committees at both the State and Federal level. The Commission's representation on these Committees is periodically reviewed to assess its benefit to the State. These benefits include the ability to influence and direct initiatives which may influence the efficient delivery of transport services in Tasmania.

It is important, then, to note some of the benefits of the Committees listed on these pages.

1. PUBLIC ACCOUNTABILITY: In Government any decisions made are likely to affect a range of public sector agencies, private organisations and members of the public. Committees are one of the means whereby all viewpoints can be expressed and sensible decisions can be made.

2. EFFICIENCY: Committees are a means of sharing knowledge and experience, avoiding duplication of effort and ensuring that an efficient use of resources takes place in the public sector.

3. STANDARDS: The maintenance of uniform standards across Australia is particularly important in the transport sector. Problems of variable railway gauges is just one example difficulties caused by a lack of concensus in the past. National committees ensure the applicability and enforcement of standards throughout Australia.

4. EQUALITY: By its very name the "Commonwealth" of Australia implies a uniform standard of living throughout the country. Transport Tasmania's presence on National Committees helps to ensure that the special needs of Tasmania are considered when major issues are discussed.

## TASMANIAN TRANSPORT INDUSTRY ADVISORY COUNCIL (TTIAC)

This is the most important Tasmanian transport committee. It is a State council consisting of representatives of the transport industry and Government. It provides industry with more direct access to Government and is a useful forum for discussing issues of interest to both Government and Industry. It is convened by the Minister for Transport with Transport Tasmania providing secretarial support.

# ATAC

ATAC is the principal forum for reviewing topical transport issues in Australia.

Meetings are held twice each year and are attended by the Federal Minister for Transport and State Ministers for Transport and Roads.

Tasmania is represented by the Minister for Transport and/or the Minister for Main Roads.

All Divisions contribute advice to the Minister for Transport prior to meetings.

Operating in support of ATAC are its specialist groups and committees:

ADVISORY COMMITTEE ON VEHICLE EMISSIONS AND NOISE (ACVEN): Develops standards for exhaust and noise emissions of motor vehicles.

ADVISORY COMMITTEE ON PROMOTION AND EDUCATION IN ROAD SAFETY (ACPERS): Examines all aspects of the promotion and education of road safety.

ROAD SAFETY GROUP (RSG): Co-ordinates road safety activities of other ATAC sub-committees.

STEERING COMMITTEE ON ROAD TRANSPORT (SCRT): Co-ordinates the implementation of major transport industry reforms. Reports to ATAC through the Sub-Committee on Transport, SCOT.

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD (AMVCB): Ensures that new vehicles comply with Australian Design Rules.

ROAD USER AND TRAUMA ADVISORY COMMITTEE (RUTAC): Reviews:-
- the factors which contribute to road crashes with emphasis on road user attitudes and behaviour;
- possible countermeasures aimed at reducing the incidence and severity of road crashes.

VEHICLE STANDARDS ADVISORY COMMITTEE: (VSAC): Develops safety standards for vehicle design, construction and operation.

MARINE AND PORTS GROUP: A National committee headed by the Deputy Secretary of the Federal Department of Transport covering treaty consultation, sub-standard foreign ships, port and marine planning and research, shipping and navigation.

MARINE OIL POLLUTION COMMITTEE: A Federal Group with State representation to co-ordinate and arrange purchase and distribution of equipment and arrange training to combat pollution of the marine environment.

SHIP STANDARDS ADVISORY COMMITTEE: A Federal Committee with State representation. The Committee covers USL Code, national system of identification, compensation and death and injury at sea.

# OTHER COMMITTEES ON WHICH TRANSPORT TASMANIA IS REPRESENTED

## ROAD:

MS/12 ROAD SIGNS AND TRAFFIC SIGNALS: A Standards Association Committee which has the objective of introducing uniform road sign, line marking and traffic control practice throughout Australia.

REGISTRATION AND DRIVER'S LICENSING COMMITTEE: A National Committee to review licensing arrangements in the different States.

SCATS MANAGEMENT USER GROUP (SMUG): The software from the Sydney Co-ordinated Adaptive Traffic System (SCATS) has been adopted nationally and is now managed by SMUG. This Committee comprises traffic signal experts from the majority of Australian States and New Zealand which meet regularly with the aim of improving traffic signal co-ordination software and techniques.

## ROAD SAFETY:

ALCOHOL AND DRUG DEPENDENCY BOARD: A state committee examining all aspects of alcohol and drug dependency.

LEVEL CROSSING WARNING COMMITTEE: The Committee reviews the operation of all rail level crossings throughout the State, ascertains any safety deficiencies and makes recommendations for improvements to relevant authorities. The Committee comprises representatives from the Department of Main Roads, TASRAIL, the Emu Bay Railway and Transport Tasmania.

ROAD SAFETY LIAISON GROUP — TRAFFIC REGULATION SUB-COMMITTEE: The role of the sub-Committee is to:-
- review the adequacy of existing traffic regulations;
- draft model regulations to upgrade existing regulations to conform to the National Code of recommendations;
- review amendments to proposed traffic regulations;
- draft regulation amendments for submission to Commission for approval

ROAD SAFETY LIAISON GROUP: This inter-departmental Committee comprises officers from Transport Tasmania, Tasmanian Police, the Department of Main Roads and the Division of Road Safety. The Committee carries out a co-ordinating role for road safety activities in the State with the prime aim of fostering inter-departmental road safety initiatives.

ROAD SAFETY STRATEGY COMMITTEE: Comprises officers from Transport Tasmania, the Division of Road Safety, Tasmania Police, the Department of Main Roads, the Motor Accidents Insurance Board and the Royal Automobile Club of Tasmania. The Committee advises the Government through the Minister for Road Safety on road safety issues.

TASMANIAN ROAD TRANSPORT INDUSTRY TRAINING COUNCIL: A State body with the objective of promoting the safe and efficient driving of commercial vehicles through improved training and awareness.

TASMANIAN ROAD TRANSPORT SAFETY COUNCIL: This Committee comprises representatives from both the regulatory and private business sectors of transport industry. The Committee's role is to review safety trends within the road transport industry and to convey safety information to heavy vehicle operators in the State.

## MARITIME:

FEDERAL/STATE ADVISORY COMMITTEE ON LIGHTSTATIONS: A Committee formed to provide advice on de-manning or retention or replacement of lightstations in Tasmanian waters.

INTER DEPARTMENTAL COMMITTEE ON THE PURCHASE AND ALLOCATION OF GOVERNMENT VESSELS: A State Committee to assess proposals by Government Agencies for the purchase of vessels over 5.00 metres overall length and over $10,000 cost. The Committee also provides advice to Cabinet on the proposed purchase and use of vessels and marine equipment by Government Agencies.

INTER-DEPARTMENTAL COMMITTEE ON THE TASMAN BRIDGE: A State Committee which assesses the risk of collision to the Tasman Bridge and means by which this risk can be minimised.

MARINE INDUSTRY ADVISORY COMMITTEE: A State committee to which Transport Tasmania provides secretarial services. It is chaired by the Minister for Industrial Relations and is a forum to discuss marine issues in relation to Tasmania.

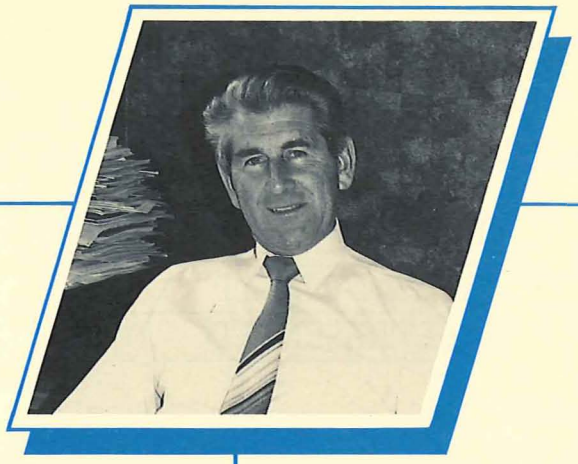
STATE OIL POLLUTION COMMITTEE: A State Committee to deal with measures to discourage and combat pollution of the Tasmanian marine environment/Marine Division.

STATE WATER SAFETY COMMITTEE: A State Committee to provide advice on and review water safety awareness/Marine Division.

## OTHER:

COMPUTER POLICY ADVISORY COMMITTEE (CPAC): A State committee which aims to ensure the utilisation of sensible and compatible data processing facilities in State Government Agencies.

GOVERNMENT LIBRARY AND INFORMATION SERVICE COMPUTER APPLICATIONS COMMITTEE: A State Committee which assists GLIS libraries in developing computerised systems capable of generating data in a format compatible to all Agencies.



B.P. Stuart
Secretary

| Administrative Services | Support Services | Public Relations |
|---|---|---|
| • Providing Ministerial support | • Providing records control and management | • Maintaining The Commission's corporate image |
| • Providing Support for Commissioner & Deputy Commissioner | • Overseeing building management and maintenance | • Organising show displays |
| • Providing Secretarial support for meetings & committees | • Carrying out control and maintenance of vehicles | • Preparing annual report. Liaising with advertising agents |
| • Administering airports – Smithton, Melaleuca, Bridport, Cape Barren | • Looking after health and safety | |
| • Liaising with Department of Public Administration | • Operation of switchboard services | |
| • Personnel Manual | | |
| • State Service Notices | | |

# Secretariat Division

The Secretariat Division provides executive and administrative support to Transport Tasmania. It co-ordinates the administrative functions of Divisions and is the principal means of liaison with the Minister's office. The Division's activities and responsibilities include:

- providing an efficient and effective internal office administration system
- co-ordination with the Minister's office and external agencies (including State Service Departments)
- planning of office accommodation modifications and extensions
- co-ordination of Ministerial advice and submissions to Cabinet
- co-ordinating and processing legislative proposals (including requirements of port authorities under the Marine Act)
- applying State Service guidelines/instructions issued by Government
- managing the operation and maintenance of airports owned by the Commission

The Division works very closely with the Commissioner for Transport. Since 1980 the position has been held by Mr Bob Morris. In that time he has re-organised the Commission and extensively developed its public image. On 16 May 1987 Mr Morris took up the position of Secretary of The Department of Public Administration. It was with some sadness that staff of the Division bade him farewell. All Secretariat staff wish him success in his new position.

Mr Tony Pedder, Deputy Commissioner since 1984, was promoted to Commissioner and Mr Neil Aplin, previously Director of Economic Planning & Research is the new Deputy Commissioner. The Division looks forward to maintaining the same close working relationship with the new Commissioner and Deputy Commissioner that existed with Mr Morris.

## ADMINISTRATIVE SERVICES

The Division provides administrative support to the Minister, Commissioner and The Commission's various Divisions by:-

- co-ordination of policy to ensure a uniform approach;
- co-ordination of the preparation of Cabinet Submissions, briefing notes etc., and correspondence for the Commissioner and the Minister's office;
- assistance to Divisions as required in the preparation of legislative programmes;
- making all necessary arrangements for the Commission's public relations and hospitality role;
- following up the implementation of Government decisions;
- arranging for the Commission's stationery requirements and in-house printing.

Secretariat assists other Divisions in arranging important meetings or other functions. In March, for example, the Division made the necessary arrangements for the presentation of Extended Services Awards by the Minister to seven long serving officers.

| Name | Length of Public Service as at 31 March 1987 (Years) |
|---|---|
| Mr. R.G. Irvine | 26.2 |
| Mr. D.J. Fitzpatrick | 26.2 |
| Mr. D.T. Eadie | 26.9 |
| Miss M.M. Curtis | 26.9 |
| Mr. R.N. Millington | 31.4 |
| Mr. B.W. Gregg | 36.8 |
| Mr. V.N. Blazely | 37.2 |

The Secretariat liaises with the Department of Public Administration in matters such as the updating of the Commission's copies of the Tasmanian State Service Personnel Manual and the distribution of State Service Notices.

## AIRPORTS

The Commission owns and is responsible for the operation of the Aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Federal Department of Aviation meets 50 per cent of the maintenance and capital costs of Smithton Aerodrome under the Local Ownership Plan. The Plan also applies to Local Government owned aerodromes at Queenstown, Strahan and St. Helens, where 50 per cent of costs is met by the Commonwealth, 40 per cent by the State and 10 per cent by the Local Government Authority.

Transport Tasmania liaises with the local authorities on maintenance and funding and the State reimburses it for its percentage of the costs incurred on the upkeep of the authorised landing areas.

Reporting officers located at Smithton, Bridport, Cape Barren and Melaleuca inspect the airports regularly and attend to day-to-day maintenance requirements.

In addition to normal maintenance, an amount of $9,500 was expended resealing the apron of the St. Helens Aerodrome during the year.

Marion Curtis receives her extended service award from the Minister for Transport.

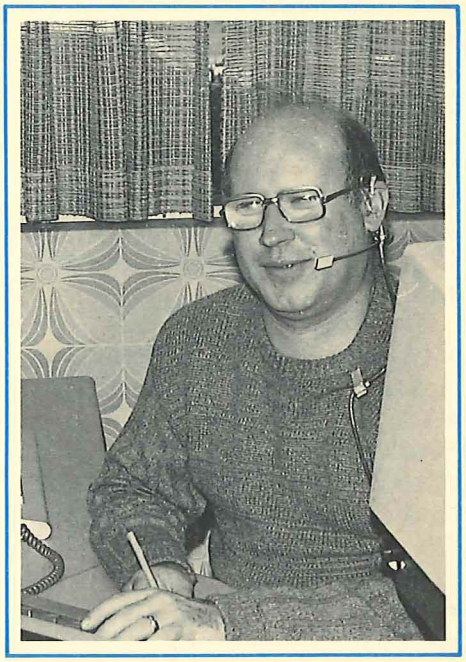
# SUPPORT SERVICES

The Secretariat is responsible for the filing of administrative and general records of the Commission. The space consumed by these files is an ever-increasing problem requiring culling and the investigation of alternative means of recording and storing information. The first steps towards computerising the indexes to the records collection has been made. In addition staff of the Division are evaluating the use of microfilm as a means of saving valuable space.

Maintaining the headquarters building at 1 Collins Street, Hobart, is becoming an increasing problem with the passing years. Lack of sufficient space to adequately accommodate the Commission's staff and equipment, is creating difficult work situations in some areas. Additional activity in data processing and accounting functions, due to the Abel Tasman operations, placed further stresses onthe accommodation problem.

Every reasonable opportunity is taken to ensure that the building is maintained to safe and desirable standards, providing a pleasant environment for both employees and the public. During the year automatic doors were fitted to the entrance to the Motor Registry office to replace the heavy manual doors which had been in place since 1960.

Secretariat Division is responsible for ensuring that all employees work in a safe and healthy environment. The Division liaises closely with all



Switchboard operator David Ransley is often the first contact people have with Transport Tasmania.

After 26 years of service the plate glass doors to the Hobart Motor Registry were recently replaced with automatic doors.

other Divisions, particularly Personnel and Industrial Relations, in the selection of ergonomic furniture and equipment.

The Division supervises a dedicated group of cleaners who ensure that the Commission's buildings are maintained in a clean and presentable condition.

The Secretariat is also responsible for the Commission's fleet of vehicles located throughout the State and ensures that it is well maintained and presented. It arranges the disposal and replacement of vehicles as required. At 30 June 1987 the Commission's fleet comprised:

| | |
|---|---|
| 70 | cars and station waggons |
| 19 | trucks, utilities, vans and bus (1) |
| 28 | motorcycles |

## PUBLIC RELATIONS

The thrust of the Commission's public relations is to achieve an awareness in the community of the range of services offered by Transport Tasmania. The Secretariat Division initiates and co-ordinates the development and enhancement of the Commission's corporate image. This activity is manifested in a number of ways. The Commisson has re-defined its logo to emphasise its role as a statutory agency. The Commission trades under the operating name of Transport Tasmania. All stationery and other livery are being changed to accommodate the new logo when replacement is necessary.

The Commission again participated in the Launceston and Hobart Shows. The central theme of its exhibit was "Transport Tasmania - Working to Prevent Road Crashes", indicating how the Traffic Engineering, Transport Regulation and Road Safety Divisions combine to make the State's roads safer. Also included were:-

- an exhibit promoting the "Abel Tasman"
- photographs of other vessels operated by the Commission, such as the "Straitsman" and "Harry O'May"

Student tours of specialist work areas (such as computer facilities and computerised traffic control systems) and active participation in student work experience programmes, have been practical examples of the Commission's philosophy of community involvement.

Close liaison is maintained with the Commission's advertising agents to ensure that advertisements are prepared and placed in such a manner as to obtain maximum impact.

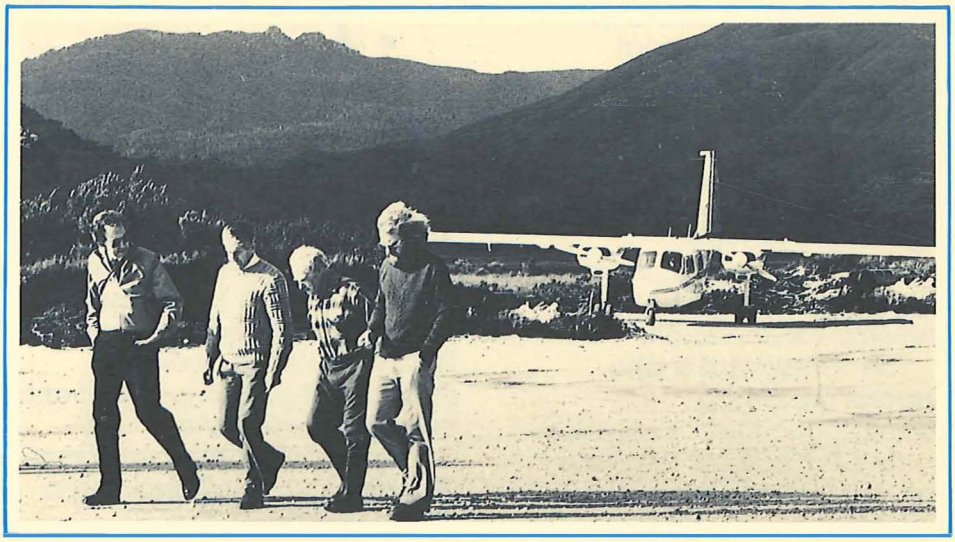
Secretariat staff have also been working closely with officers of the Economic Planning and Research Division to improve the content and format of the Commission's annual report. It is intended that the report be more informative and of interest and value to a wider audience than in the past.

Rex Pithouse and Leonie Russell of the Records Section. Full automation of the management of the section's 100,000 files is currently in progress.

## MELALEUCA AIRSTRIP

The Commission's Airstrip at Melaleuca, at rugged Bathurst Harbour, is proving most popular for tourists and bushwalkers seeking to explore this remote region of Tasmania's South West. In January this year, there were a record 120 landings at the Airstrip, while in February, a further 74 light aircraft visited the area. The Melaleuca Airstrip has been under the control of the Commission since 1977 when it was decided that the existing facility should be upgraded. Mr. C. D. (Deny) King was contracted to construct the Airstrip to comply with Commonwealth Department of Aviation specifications for category 4 aircraft.

Mr. King, the well known long-time resident of Melaleuca, has been involved with the Airstrip for many years. He recalls that a runway was first formed in 1953 for planes serving a tin mine in the area. In 1954, he constructed a larger airstrip, mainly for his own use and to provide access to the South West for bushwalkers.

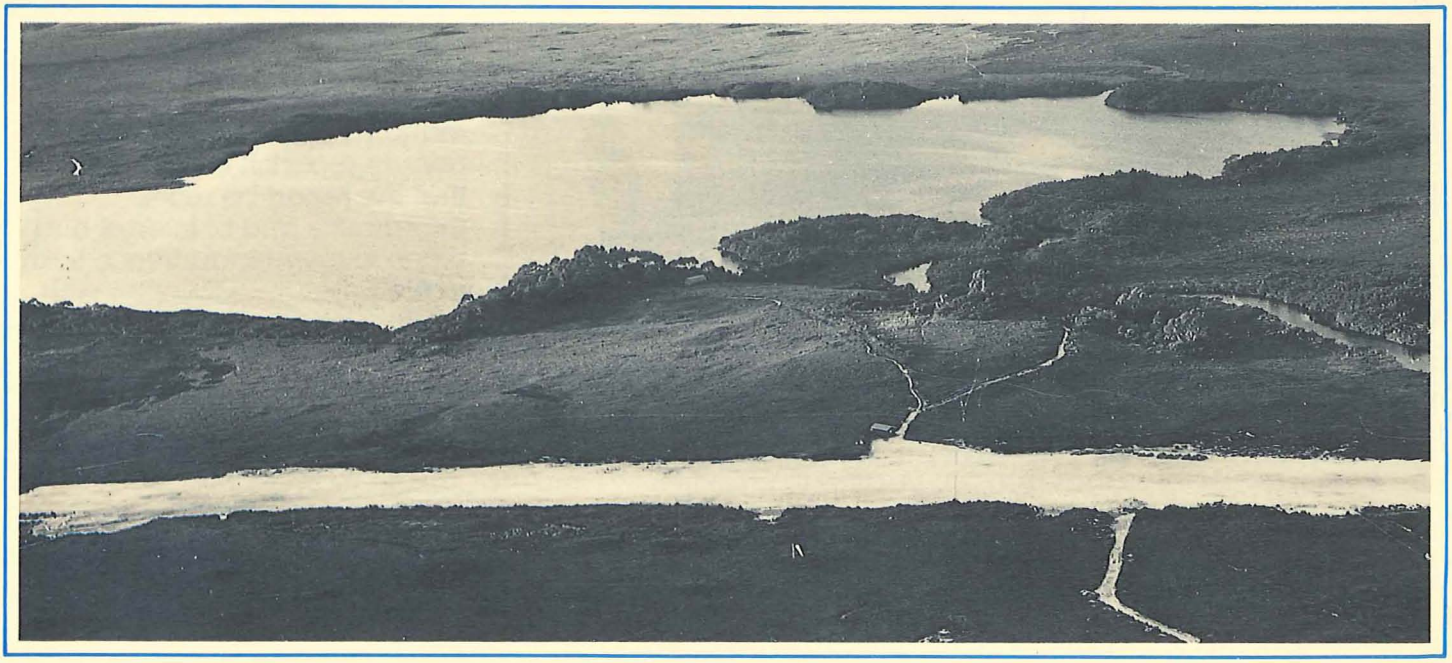


Transport Tasmania staff Fred Jones and Brian Stuart with Deny King and The Department of Aviation's Tom Griffiths taking part in a routine inspection of the airstrip at Melaleuca.

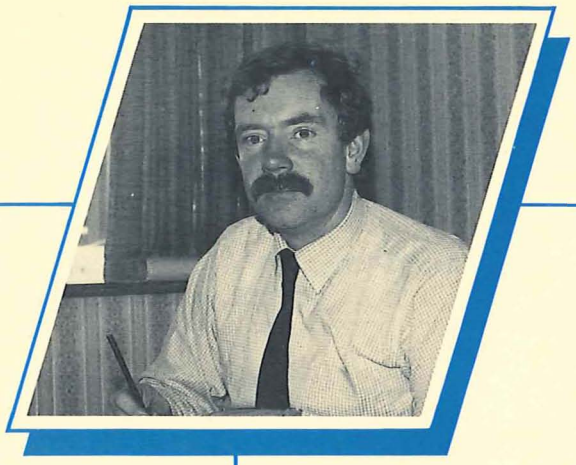
In 1979 upgrading was completed and the landing area now measures 457m in length by 60m in width and caters for Government Department Field Officers, mining and exploration companies, bushwalkers and for charter and private flights.

Since the inception of the airstrip, Mr. King, who made the first cutting of the strip by hand, has been responsible for its maintenance.

Mr. King is able to relate many interesting stories of the history of the area and the increasing use of this outpost airstrip. He has seen it grow from a humble, hand-levelled, landing strip to its present status as a versatile point of access to the South West of the State, catering for planes up to the size of Britton Norman Islanders and Caribous.



The airstrip at Melaleuca, South West Tasmania.



Colin Finch
Director, Economic Planning and Research

| Planning and Research | | Information Services |
|---|---|---|
| • Undertaking both general and specific research in all areas of transport. | | • Developing and maintaining a comprehensive research library |
| • Briefing The Minister for Transport on topical issues. | | • Providing a broad based information service to Commission staff and to outside individuals and organisations |
| • Undertaking economic background studies | | • Distributing publications |
| • Supporting other Divisions in research and economic planning matters | | • Maintaining an extensive statistical database |
| • Carrying out forward planning | | |

# Economic Planning and Research Division

The Economic Planning and Research Division is responsible for conducting economic, financial,social planning and operational studies into various issues relating to land, sea and air transport servicing Tasmania. The Division also provides the principal information resources for Transport Tasmania.

The Division's origins lie in the positions of Economist and Assistant Economist which in 1980 were reorganised to form the Transport Policy Unit (TPU). This was renamed the Economic Planning and Research Division in 1982.

The Division's principal focus is the future. The major objective of the Division is to identify and analyse future policy and assess strategic implications of present developments to assist the Commission in dealing with changes in the transport system.

As an adjunct to the above objective, the Division attempts to identify and foster initiatives for promoting desirable changes to the transport system as it affects Tasmania.

The systematic maintenance and dissemination of a relevant collection of transport information for the Commission and for the transport community at large is another important objective of the Division.

In early May the Division's Director, Neil Aplin, was promoted to the position of Deputy Commissioner. The new Director is Colin Finch, previously Senior Transport Analyst. Mr Finch, an engineer and economist, has many years experience in the private sector together with several years in the Department of Main Roads and four years as Senior Transport Analyst.

In January 1987 Steve Meyrick left the Division to take up an appointment at the Centre for Transport Policy Analysis at the University of Wollongong. He was replaced as Senior Transport Planner by Glen D'Este. Dr D'Este was previously a lecturer at the Tasmanian State Institute of Technology.

## RESEARCH & PLANNING

The Division has been active in a number of areas during the year. Research and planning studies by the Division have influenced the following:

- The adoption by the Independent Air Fares Committee of a revised air fare formula. This will see a reduction in interstate airfares to Hobart and Launceston. The new formula takes some account of the anomalies faced by Tasmanian routes identified in the Tasmanian Government submission which was prepared by the Economic Planning and Research Division.
- The maintenance of the Tasmanian Freight Equalisation Scheme. The Division assisted the Tasmanian Chamber of Industries with the preparation of a submission to the Prime Minister.
- The development of pricing and forecasting models for "Abel Tasman" that predicted the likely effect of fares on travel behaviour.

The Division is engaged in a wide range of studies that cover the whole scope of transport modes and routes. Over the past three years the Division's workload has been dominated by support services for the "Abel Tasman" passenger ferry. While in the last twelve months this involvement has lessened, it remains a significant part of the Division's activities. The following is a summary of the more important studies undertaken by the Division during the year.

## SEA TRANSPORT

### Monitoring of the Impacts of Changes in Bass Strait Shipping Arrangements.

Bass Strait shipping has seen an increased competitiveness as a result of Government initiatives. A study undertaken by the National Institute for Economic and Industry Research and supervised by the Division showed that significant benefits both in employment and industry output have resulted from the lower freight rates.

### Overseas Shipping Services

The Division conducted a number of studies into future arrangements for overseas shipping in consultation with Tasmanian industry organisations.

### Port Pricing and Investment

The Minister called for a study of the way Tasmanian ports control pricing and investment and of work practices. This study currently being undertaken by the Centre for Transport Policy Analysis at the University of Wollongong is part of a national move through the Australian Transport Advisory Council to measure and contain shore based shipping costs.

### Tasmanian Freight Equalisation Scheme

The Division continued to monitor developments to TFES.In particular, it assisted a working group convened by the Tasmanian Chamber of Industries in the preparation of submissions to the Commonwealth Government supporting the continuation of the Scheme.

The Economic Planning and Research Division monitors changes in shipping movements through Tasmanian Ports.

## AIR TRANSPORT

### Independent Air Fares Committee

The Division made a further submission to the Independent Air Fares Committee for the Cost Allocation Review of Austraian Airlines and Ansett.The IAFC reported in April 1987.

### May Inquiry

The Division also prepared the Tasmanian Government's commentary on the May Inquiry into the Regulation of Domestic Aviation which was forwarded to the Commonwealth Minister for Aviation.

The May Inquiry, published in December 1986, proposed a range of options for the future economic regulation of domestic aviation.

## LAND TRANSPORT

### School Bus Pricing Study

At the request of Treasury and the Education Department the Division oversaw a study by Travers Morgan Pty. Ltd. into the operating costs of school bus services in Tasmania and the development of an appropriate index to measure cost movements.

### Cost Recovery

A study was undertaken of cost recovery from road users by updating the model developed by the Transport Economics Centre in 1981. The study compared the results of this model with other more recent studies undertaken by the BTE and the Victorian Goverment.

## TT-LINE

### "Abel Tasman" Market Research

The Division conducted further market research studies of Abel Tasman passengers during the year. The major task has been the conduct and reporting of an on board survey that began in December 1986 and which will continue indefinitely.

### Pricing Studies

The model used to assess the impact of fares on patronage developed last year has been revised and improved. The model has been used to provide tt-Line management and the Abel Tasman Advisory Board with a range of fare structures and predicted outcomes for the coming year.

### Patronage Model

Paul Daniels, who was seconded to the Division under the DPA graduate trainee scheme, developed a forecasting model to estimate future patronage based on the pattern of bookings. This model has been very successful in forecasting demand and is currently being upgraded as more information is gained on passenger behaviour.

## OTHER ACTIVITIES

### Inter-State trade statistics

The Division has been working with personnel from the Australian Bureau of Statistics to find a way of making available more accurate statistics of Tasmanian exports. The figures are required by ABS, Tasmanian Development Authority, Treasury and The University of Tasmania. Their importance lies in the information they provide about the State's future development.

Early attempts to obtain figures from manufacturers, growers and shippers failed due to the number of small firms and individuals concerned. A second problem was the common practice of exporting full containers (FCLs) designated "mixed goods". More recently an arrangement has been entered into whereby Transport Tasmania receives details of Tasmanian Freight Equalisation Scheme claims from the Federal Department of Transport. These are processed and results forwarded to the Australian Bureau of Statistics. Over a period of time the figures obtained in this way will have to be compared against the few known figures in order to ascertain the accuracy of the system. It is expected that detailed figures for the 1985-86 and 1986-87 financial years will be available by February 1988.

The Division prepared submissions for the Independent Air Fares Committee and the May Inquiry into the Regulation of Domestic Aviation.

## PUBLICATIONS

The Division published 11 reports and 3 government submissions during the year. Details of these are listed in the Commission's bibliography on page 79.

## PRESENTATION OF PAPERS AT CONFERENCES

Staff are encouraged to present papers at conferences and other venues as a broader approach to staff development. Papers presented during the year included:

13th ARRB – 5th REAAA Conference – Adelaide: "The Demand for Local Roads – the Median Voter Model Approach" by Colin Finch.

8th CAITR Conference – Launceston: "Review of Tasmanian School Bus Price Index" by Paul Daniels.

Seminar on the Export of Fresh Produce run by TDA – Launceston: "The Institutional Framework Governing Air and Sea Freight Transport" by Colin Finch.

## LIBRARY AND INFORMATION SERVICES

The Research Library provides a comprehensive information service to Departmental staff as well as to Government and private organisations both in Tasmania and interstate.

The library has a collection of over 6,000 monographs and 235 journal titles. The collection is constantly monitored to ensure it contains current and relevant material. The Research Library holds, in addition, collections of annual reports, hansards, legislation, slides, videos and leaflets. The library also maintains an extensive data base of Tasmanian Transport statistics.

The following services are offered by the Research Library:-

- Facts and figures – quick answer service
- Detailed reference and subject backup
- Statistical information
- Index to relevant newspaper articles
- Newspaper clipping service
- Inter-library loans for references not immediately available
- Worldwide data base searches
- Index to historic transport events
- Hansard index

During 1986 an Olivetti microcomputer was installed in the library. Using the database management package INMAGIC, all manual library management functions have been automated. The use of this technology has resulted in the following gains:

- manual tasks can now be undertaken faster and more efficiently
- there is better control of library materials and an enhanced ability to find specific information
- the service offered by the research library has been improved by its ability to create new databases of relevant information.

During the last 12 months library staff have concentrated on two aspects of the project of automation:

- refining the system by improving data structures and report formats and instigating new procedures to make the fullest use of automation.
- adding details of all new and significant existing material held in the library.

As at 30 June 1987 the major databases held details on:

| | |
|---|---|
| books | 1,457 |
| serials | 235 |
| annual reports | 93 |
| hansard entries | 87 |
| significant transport events | 247 |
| newspaper references | 4,234 |
| addresses of transport organisations | 543 |

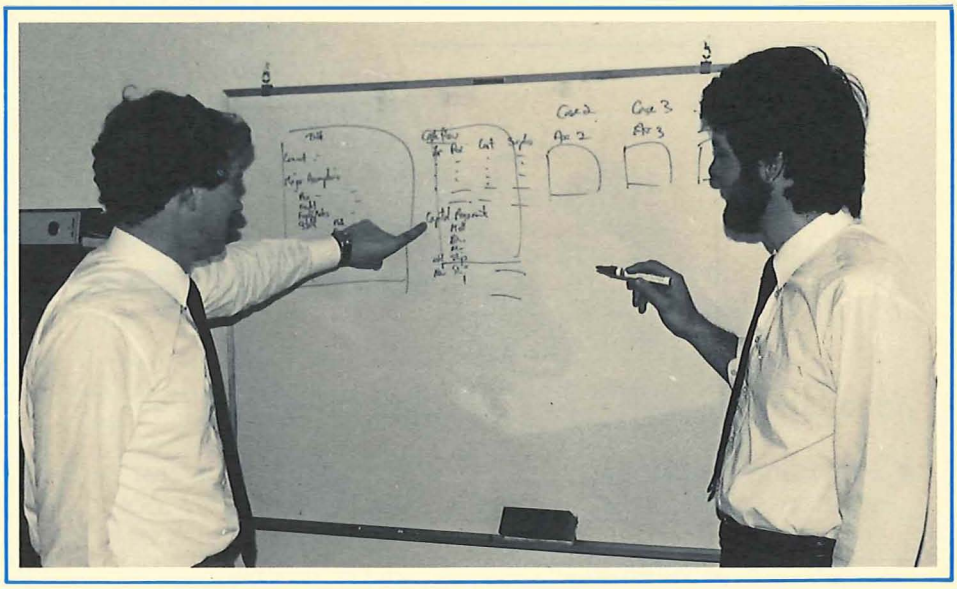
The Research Library was the first site in Tasmania to use INMAGIC. The project has been such a success that the software is now running in 5 libraries in Tasmania and is currently under evaluation at 19 others. Transport Tasmania staff have provided assistance to other INMAGIC users on an informal basis individually, formally through the State Library's Computer Applications Committee and commercially through an agreement with the Australian agent to act as INMAGIC's Tasmanian customer support representative.

Library Assistant Robyn Gray has finger-tip access to details of thousands of publications and the Division's statistical data base.

## STATISTICAL SERVICES

The first issue of the significantly expanded statistical bulletin, Tasmanian Transport Statistics, was distributed in February 1987. Generated from the Division's microcomputer, it contained figures relating to all modes of transport in Tasmania. In most cases the current year's figures are reported in some detail while totals for past years are presented in time series with tables such as motor registrations going back as far as 1909.

150 copies of the bulletin were initially distributed. It has been widely accepted and many additional organisations have requested to receive it on a regular basis. A measure of its success is the size of the mailing list which now includes 272 organisations. As an additional service the Division provides, on request, up to date transport statistics by telephone or mail.

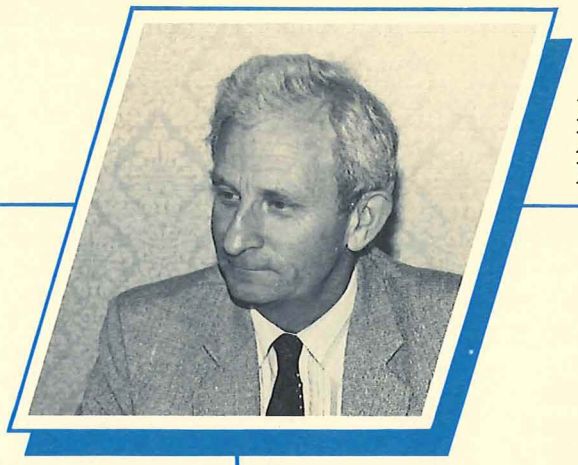


Colin Finch and Glen D'Este pondering the merits of alternative financial structures for the Abel Tasman.

## CONSULTING SERVICES

Staff within the Division provide short term consulting services to outside agencies on a commercial basis.

- In November and December Steve Meyrick spent 6 weeks undertaking a review of the transport requirements of Safcol's Tasmanian operations.
- On a longer term basis Bert Elson consults on behalf of Transport Tasmania to provide customer support services to Tasmanian users of INMAGIC software on a fee for service basis.



Denzil Yaxley
Director, Finance and Data Processing

| Accounting | Data Processing | |
|---|---|---|
| • Providing accounting services for all Divisions including tt-line<br>• Assisting Divisions in the preparation of budgets. Liaising with State Treasury | • Providing computer services used by motor registry, accounts and other Divisions<br>• Providing office automation services<br>• Providing management information through monthly and annual reports | • Providing data processing services to external users<br>• Maintaining the communications network<br>• Supporting the Abel Tasman on-line booking system |

# Finance and Data Processing Division

The Finance and Data Processing Division provides accounting, financial and data processing services to all Divisions of the Commission.

The fundamental and primary objectives of the Division are :-

- To provide management with an efficient information system which provides consolidated reports sourced from its accounting, financial and data processing information bases.
- Through the abovementioned information system, to provide a basis for economic decision making, managerial control and accountability.
- To provide internal reporting to management for use in formulating major plans and policies.
- To ensure that the accounting records and other financial information are in accordance with the requirements of the Transport Act 1981 and the Audit Act 1918.

## ACCOUNTING

1986/87 was again dominated by a heavy workload generated by the Bass Strait Ferry Service. In 1985 The Transport Act 1981 was amended to enable the financial results of the service to be maintained as a separate accounting entity and not form part of the Commission's Consolidated Annual Accounts. This was in line with the Government's policy of operating the Abel Tasman on

a strictly commercial basis. Accordingly a separate accounts section was set up to control and process the expenditure and revenue of the service.

The Division continued to provide monthly reports to the "Abel Tasman" Advisory Board on the financial performance of the operation.The detailed budget reports submitted assisted the Board in making policy and planning decisions.

During the year Touche Ross Pty Ltd, Chartered Accountants and Auditors, were appointed internal auditors of tt-line.This move has considerably strengthened the accounting and data processing controls.

The Division also installed a cash management system named Micro-Treasurer which provides daily balances of cash on hand for investment and also provides on-line bank reconciliation facilities.

## DATA PROCESSING

The Commission's data processing facility provides services to all Divisions, including P.T.A. Engineering and tt-line.

The Commission operates five (5) mainframe processors :-

- Prime 9750 Bureau facility
- Prime 750 on-line system dedicated to the Motor Registry offices and Police Department
- Prime 550II - Internal applications and development system
- ICL ME29/45 - Ferrypars passenger reservation system
- ICL ME29/54 - Back-up processor - development and videotex machine

The Prime 9750 computer provides facilities to the following Departments and Agencies:-

- Metropolitan Transport Trust
- State Fire Commission
- Sea Fisheries
- Main Roads
- Tasmanian Government Insurance Office
- State Ambulance Board
- Australian National

Transport Tasmania's ICL computers are used to run the Abel Tasman on-line booking system.

Applications staff discuss an enhancement to the registration and licensing software on the Prime Computer.

Traffic notices are also processed for all the major Local Government authorities and the Royal Hobart Hospital.

In 1986/87 work continued on improvements to the Motor Registration and Payroll Systems. New driver licence classifications were included in the Motor Registration/Licensing system. The payroll system was also subject to major changes in order to provide improved facilities for the processing of payments to staff and seagoing personnel.

The two ICL processors support the Bass Strait Ferry Passenger Bookings Reservation system "Ferrypars". This was purchased from Systems Aid, UK. The system is linked to the shipside offices at Devonport and Melbourne and Tasbureau offices at Hobart, Launceston, Devonport and Burnie and all mainland capital cities including Canberra.

In 1986/87 around 184,000 passengers and 52,000 vehicles were booked, ticketed and manifested on the system. Viatel, Telecom's marketing facility is now available on the system to all booking agents.

Videotex facilities for access by travel agents were developed during the year. It is anticipated that this improved software will serve to increase the accessibility of booking information to travel agents.

Throughout the year refinement of the HRC stock control system for the food and beverage on the "Abel Tasman" continued. Point of sale terminals were installed in the Souvenir Shop and this centre is now on-line.A marine stores inventory has also been computerised.

Fred Joughin
Solicitor

| Legal Support | | |
|---|---|---|
| • Providing legal advice for all Divisions<br>• Drafting legislation | • Providing general legal support to the Commission<br>• Providing legal support for | Metropolitan Transport Trust |

# Legal Division

The Legal Division provides a full range of legal services to the Commission and its officers. It provides advice on matters pertaining to the Commission's activities and, in addition:-

- Provides legal representation for the Commission and the Registrar of Motor Vehicles before courts of all jurisdictions, including the Supreme Court, the Court of Requests, and Courts of Petty Sessions, as well as the Public Vehicles Licensing Appeal Tribunal.
- Is responsible for obtaining all insurance cover for the Commission, including tt-line, and for dealing with claims made both by and against the Commission.
- Drafts regulations and by-laws. Assists in the preparation of clause notes and second reading speeches.
- Is responsible for collecting outstanding accounts for the Commission, particularly in relation to damage to Commission vehicles and traffic signals, PTA Engineering and tt-line debtors.
- Advises on Workers' Compensation and Common Law claims and represents the Commission when such claims are disputed or defended.
- Conducts prosecutions where legal representation is considered desirable.
- Is responsible for negotiating and drafting a wide variety of commercial contracts..
- On request, provides advice to, and representation for, the Metropolitan Transport Trust on a fee for service basis.
- Carries out conveyancing on behalf of the Commission.

## ABEL TASMAN

As in the previous year the Division expended considerable effort on behalf of tt-line. This consisted of:

- Carrying out a risk management study for the "ABEL TASMAN"
- Rationalising the insurance portfolio for tt-line and Transport Tasmania as a whole.
- Advising on incoming claims for damage or loss of property. During the year 136 claims were dealt with.
- Maximising the collection of outstanding debts.
- Working in conjunction with officers of the Marine Division in dealing with workers' compensation claims.

## LEGISLATION

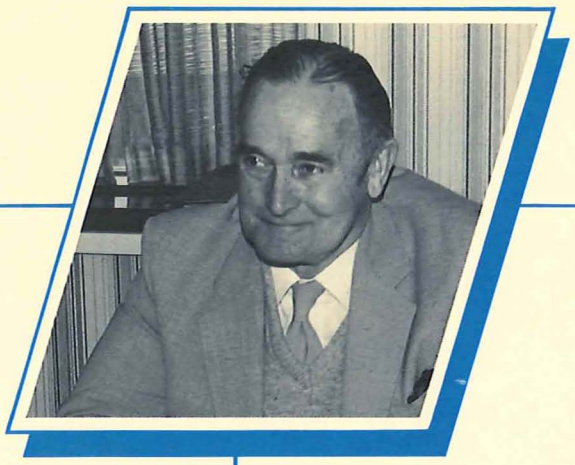
During the year the Division was responsible for drafting the following legislative amendments:

Traffic Amendment Act 1986

- altered the demerit points system, decreased some penalties, allowed the use of some types of road humps and provided for the enforcement of parking restrictions in inner city areas.

Marine Amendment Act 1987

- altered financial arrangements for Marine Board wardens and changed the borrowing powers of Marine Boards.



David Keyes
Director, Personnel and Industrial Relations

| Industrial Relations | Personnel | |
|---|---|---|
| • Managing all Transport Commission industrial matters<br>• Minimising industrial conflict<br>• Liaising and negotiating with unions<br>• Representing Transport Tasmania at Federal and State Industrial Tribunals | • Undertaking manpower planning<br>• Carrying out staff selection and recruitment<br>• Undertaking counselling<br>• Managing training and development<br>• Supervising occupational health, welfare and safety<br>• Maintaining consistent | personnel procedures and practices<br>• Maintaining staff records and information systems. |

# Personnel & Industrial Relations Division

The Personnel and Industrial Relations Division was formed in December 1985 following a broadening of Commission activities with the introduction of the Abel Tasman service, a decision to upgrade standards of personnel administration and the introduction of the Tasmanian State Service Legislation.

The extent of the Division's responsibilities is apparent when it is considered that Transport Tasmania employed over 800 staff as at 30 June 1987.

The Division's establishment comprises the Director and six staff.

The aims of the Division are to enhance and improve the highly valued resources of the Commission and to manage, develop and foster these resources in such a way as to establish mutual confidence, loyalty and respect between the Commission and staff.

The Division's primary interest is people.It has an open door policy to staff and encourages employees to discuss such matters as :-

- their future careers
- conditions of service
- training and personal development
- opportunities for career diversification
- any personal matters affecting their work performance.

By emphasising a consultative and advisory role, the Division aims to be seen as more accessible and better able to improve the quality of life and job satisfaction of staff at Transport Tasmania.

It believes that achievement of this aim is in the best interests of both Transport Tasmania and the public which it serves.

## INDUSTRIAL RELATIONS

This section has been active in most areas of Transport Tasmania during the year. In

both seagoing and shorebased industrial relations arenas, good personnel practices have, on a number of occasions, averted industrial conflicts.

However, not all problems are resolved without an arbitrator.The Division's Director, Industrial Manager and Assistant Industrial Manager, have represented Transport Tasmania on a number of occasions before State and Federal Industrial Commissions.

## MARITIME INDUSTRY ADVISORY COUNCIL (MIAC)

This Council, under the Chairmanship of the Minister for Industrial Relations, was established in 1982 as a means of maintaining reliable and efficient transport links with the mainland and overseas. The Council is essentially a forum for the monitoring of Tasmanian transport by sea, air and land, and is vitally concerned with obtaining exemptions from transport related disputes.

The Personnel and Industrial Relations Division plays a key role in MIAC and the Director of the Division is the executive officer of the Council. On many occasions this year, by direct approaches to the unions involved or through the ACTU, Tasmanian trade was exempted from disruption or disruptions were minimised during times of industrial disputes.

## PERSONNEL

The Division does not see personnel and industrial relations as separate. They are seen as complementary and essential components in achieving efficient management practices within Transport Tasmania.

Staff over the past 12 months have accepted that the Division is there to assist. Employer and employee relations have benefitted on a number of occasions from the involvement of personnel staff, either directly through counselling, or more formally.

## TRAINING AND DEVELOPMENT

In times of diminishing resources Transport Tasmania realises that its staff need the necessary skills to perform their tasks more efficiently and contribute to greater productivity.

During the year 55 staff attended various courses to improve or upgrade their skills. Courses attended included the following subjects:

- Management skills
- Personal effectiveness
- Time management
- Supervisory skills
- Industrial safety

A program of analysing training needs, evaluation of courses and individual goal setting following courses has been devised.

The majority of courses attended by staff were designed and provided by the Department of Public Administration. Emphasis is also being placed on in-house training. Personnel staff are now more than adequately trained to run such programs.

## SEMINARS

Seminars on retirement arrangements for senior staff were co-ordinated by the Division and other staff meetings on such matters as recruitment and occupational safety procedures were held throughout the year.

The Division sees "people participation" and working groups as key elements in improving communications and creating awareness of the activities of Transport Tasmania. These seminars are one means of improving communications.

## OCCUPATIONAL HEALTH WELFARE & SAFETY

Advice was given on issues such as workers compensation and health matters affecting staff.

The Division monitors working conditions throughout Transport Tasmania.

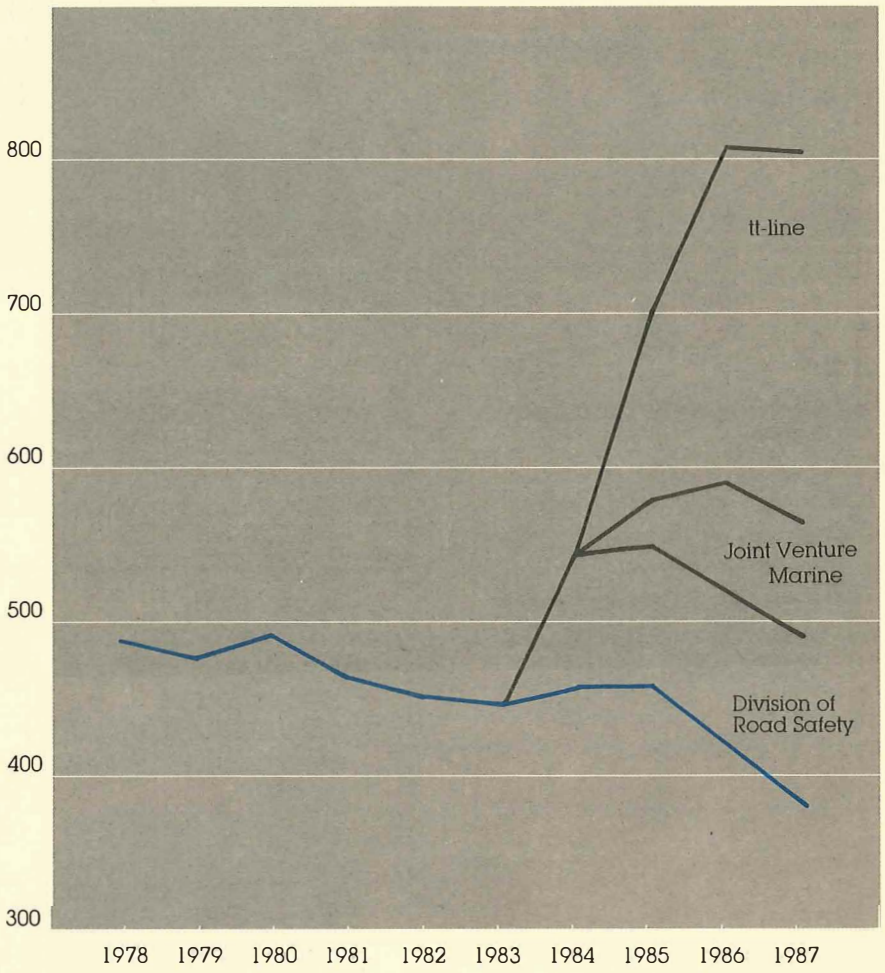
A working group of fire wardens has been established. Training of staff in first aid has led to the appointment of key First Aid Attendants in all offices of Transport Tasmania throughout the State.

## STATE SERVICES LEGISLATION

The Tasmanian State Services Act came into force on 1 December 1985. With the enactment of the legislation, Transport Tasmania became more closely linked with other Government agencies. Under the legislation uniform personnel practices were introduced into the Commission.

Duties and responsibilities of staff are being progressively documented into formal position descriptions as required by the scheme and classification standards have been devised to provide rational bench marks for classifying positions.

The two commercial divisions (tt-Line and PTA Engineering) are exempt from certain provisions of the Act.




TOTAL STAFF NUMBERS

## STAFF ESTABLISHMENT

During the year, in line with Government policies, core staff was reduced by 26. tt-line staff increased by a small percentage to cope with a greater activity generated by the outstanding success of this venture.

As at 30 June 1987 total staff employed by the Commission was 803 full time and part time employees equivalent to 727 full time staff.

| Activities | Full Time | Part Time | Full Time Equivalents |
|---|---|---|---|
| Core activities (Hobart, Launceston Burnie offices and School Crossing Guards) | 309 | 99 | 332 |
| tt-line | 243 | — | 243 |
| Other Marine | 73 | — | 73 |
| PTA Engineering | 79 | — | 79 |
| | 704 | 99 | 727 |

Barry Madden
Director of Road Safety

| Road Safety Education in Schools | Community Road Safety Education and Promotion | Hazard Containment |
|---|---|---|
| • Teaching road safety<br>• Assisting teachers to teach road safety<br>• Developing road safety curricula and teaching resources | • Undertaking mass media campaigns<br>• Making road safety media statements<br>• Organising public displays<br>• Monitoring child restraint hire schemes<br>• Organising road safety education for specific groups e.g. adult defensive drivers, first year drink drive offenders, prison inmates, commercial driver instructors, parents and friends associations, community groups, cubs and brownies etc. | • Supervising school crossings<br>• Monitoring school bus safety<br>• Supervising mass movements of students<br>• Investigating and rectifying road hazards<br><br>**Road Safety Information**<br>• Briefing Minister for Road Safety<br>• Analysing accident statistics<br>• Providing advice for future legislation |

# Division of Road Safety

The Division of Road Safety is primarily responsible for increasing pubic awareness of road safety with the ultimate aim of lowering the road toll.

Its objective is to minimise the road toll through the performance of education, safety promotion, hazard containment and advisory roles. The Division was transferred from The Police Department to Transport Tasmania in 1983. Despite its position within Transport Tasmania, The Division reports to the Minister for Road Safety as distinct from the Minister for Transport.

A highlight of the year has been the initiation of a bicycle helmet promotion. So effective was the campaign that the percentage of The State's bicycle riders in the 11 to 14 year old target group wearing helmets rose from about 3% to over 16%.

## ROAD SAFETY EDUCATION IN SCHOOLS

Considerable importance is attached to providing road safety education in schools as a means of influencing young people to adopt safe road user behaviours while in their formative years. It is difficut to implement this strategy to the extent that is desirable, however, given the increasing demands on teaching staff and

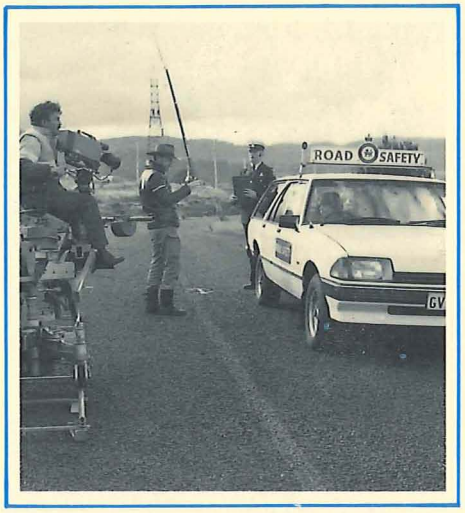
school curricula combined with the large measure of school autonomy in determining the importance attached to road safety subjects.

Against this background it is pleasing to note that by the end of the 1986 school year, approximately 43% of all of the State's infant and primary grade pupils had participated in the new "Out and About" road safety program which has been jointy developed with the Federal Office of Road Safety. Pupil enrolment in the "Bike Ed" programmes was also boosted by the bike helmet promotion. In addition, the Division's production and introduction of the instructional film, "Play It Safe", has proved to be a valuable aid for one-off type lessons and talks. The Division's 14 hour pre-driver education course which includes the new written test for the learner's licence was undertaken by 56% of all of the State's year 10 students.

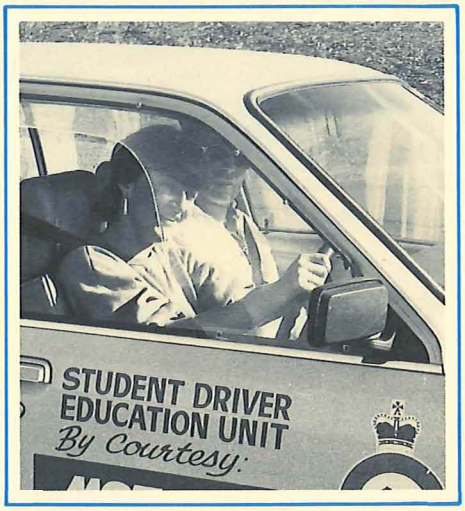
## COMMUNITY ROAD SAFETY EDUCATION AND PROMOTION

The Division believes that media advertising can play a significant role in encouraging people to adopt safe practices on the road. The result of the bike helmet campaign and the fatality free Easter holiday demonstrate this. In the latter case an intensive screening of new T.V. commercials took place immediately prior to the holiday break.

Limited financial resources for such campaigns have been supplemented to some degree by the Director of Road Safety making media statements and




On location shooting a scene for a road safety commercial.




by A.B.C. television generously showing The Division's commercials as a community service, but the problem of inadequate funds is of continuing concern.

Of the various educational programmes presented to specific groups, the commercial driver instruction course is worthy of comment. Introduced during the year by Transport Tasmania as a new licensing requirement, it comprises 26 hours of instruction for new instructors and 12 hours for current instructors. It focuses on defensive driving and the development of teaching skills as well as the more usual subjects of practical driving performance and knowledge of traffic law. The programme provides graduates with a greater orientation towards road safety and an ability to impart this emphasis to the many learner drivers who pass through their hands.

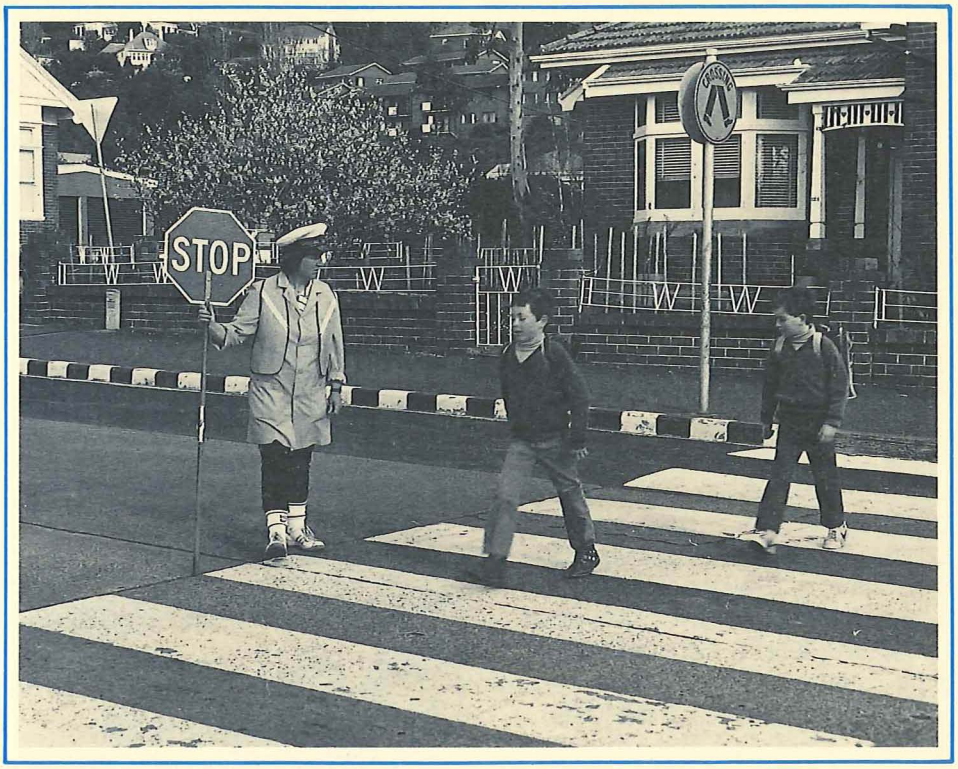
Senior Road Safety Officer Ron Saunders gives pre-driver instruction to school students at the new Dowsing Point driver/rider training area.

Use your head
Wear a helmet.
A simple cure for a major headache...
A bicycle helmet that carries this sticker...
Get a helmet with this sticker on it...
PROTECTION
designs throughout the ages

The Division's Executive Officer, Grahame Wise, with posters from the Bicylce Helmet campaign.

## ROAD SAFETY HAZARD CONTAINMENT

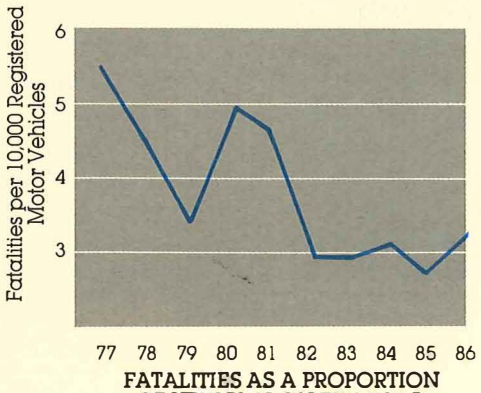
Much of The Division's hazard containment activity is centred on the school environment. The effectiveness of this role can be gauged by the very small number of accidents reported in this area during the year. An example of this general pattern is the fact that during the year no accidents were reported at the 71 hazardous sites patrolled by Division guards. This is an impressive achievement when it is noted that in a normal school day in excess of 14,000 individual pupil road crossings are supervised.




Mary Hine, one of the Division's Adult Crossing Guards.

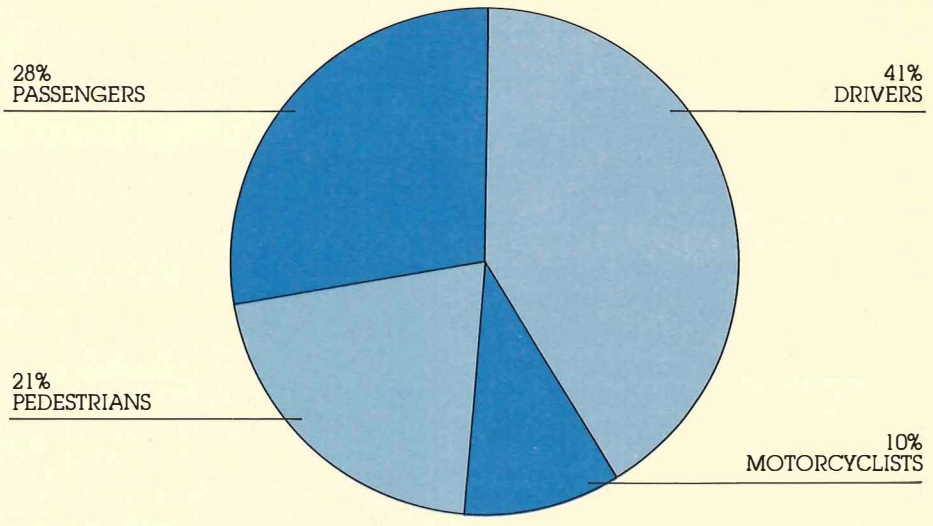
## ROAD SAFETY INFORMATION

The Division's information/advisory service includes the provision of data based reports on fatalities. The figures below show that last year there was an unwelcome increase in the number of fatalities recorded as a proportion of vehicles on the roads. Despite this, these numbers remain well below those that prevailed some ten years ago.




FATALITIES AS A PROPORTION OF VEHICLES ON THE ROAD

### ROAD DEATHS BY TYPE



Tony Peters
Chief Traffic Engineer

**Roads and Services**

- Approving the installation of all traffic control devices
- Investigating traffic management and traffic safety problems
- Evaluating future traffic management requirements
- Liaising with local authorities/Government Departments concerning traffic safety
- Providing designs to local authorities for recommended traffic management schemes
- Providing professional advice of a traffic engineering nature to interested parties proposing new development sites
- Installing and maintaining line-markings within urban areas and at traffic signal sites.

**Traffic Signals**

- Installing, modifying and maintaining traffic signals and associated equipment
- Fabricating and manufacturing of components used in traffic signal sites
- Managing computer controlled signal co-ordination systems
- Providing Statewide installation and maintenance service for users of Transport Tasmania's mainframe computer system.

**Accident Research**

- Maintaining an accident database
- Analysing and making recommendations on safety policy
- Monitoring accident trends
- Developing and evaluating safety programmes

**Administration**

- Providing clerical support to other Groups within the Division
- Preparing and monitoring the Division's budget
- Maintaining Division stores
- Co-ordinating the maintenance and replacement programme for vehicles, plant and equipment

# Traffic Engineering Division

The Traffic Act 1925 vests in Transport Tasmania the responsibility for overseeing the safe and efficient movement of all traffic, both vehicular and pedestrian, on the Tasmanian road system. The Traffic Engineering Division carries out this role by:

- assessing all traffic-related development proposals for their potential effects on safety, mobility and amenity;
- investigating and facilitating solutions to traffic problems reported by the general public, municipal authorities or other bodies;
- providing specialist advice on traffic engineering matters to road construction agencies at both State and local government level.

The twelve months ending 30 June 1987 was a busy period and a number of major projects were undertaken. These included:

- Installation of all traffic control devices associated with the Burnie Expressway.
- Design and installation of traffic management in the Glenorchy City Centre as part of the extension of King George V Avenue and the opening of Northgate Shopping Centre.
- Detailed design of traffic

management for the Tasman Highway – Davey Street Extension Scheme.
- Joint development with Tasmania Police of traffic offence deterrence programs covering twelve major towns and cities in the State.

## ROADS AND SERVICES GROUP

During the year the Division's engineering staff investigated over 2,500 traffic problems or proposals raised by various Government and private agencies or by the public. These also included the accident black spot and fatal accident locations identified through the Division's accident statistics.

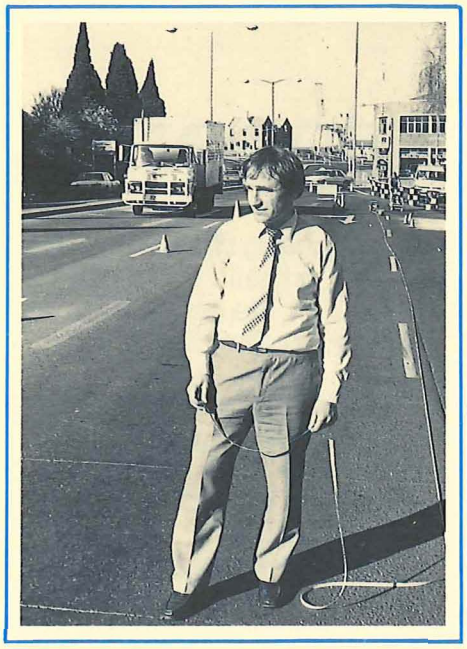
## MAJOR PROJECTS

### 1. Northgate Shopping Centre

The Northgate traffic management scheme was completed in November 1986, and is a good example of a project in which the Division had major involvement in all phases. The Division's role began with the evaluation of alternative road options and the analysis of estimated traffic flows. After recommendation to, and approval by the Glenorchy City Council of a particular option, the Division developed the traffic control for these routes and the surrounding street network and car parks jointly with the Council. The traffic control measures, which consisted of major modifications to two signalised intersections and a high level of traffic management on adjoining streets, were installed either by or under the supervision of Traffic Engineering Division staff.

### 2. Tasman Highway – Davey Street Extension

This project required accommodation of predicted major changes to traffic flow in what will become one of the busiest areas of Hobart after the expected completion of the project in August 1987. Extensive negotiation between the Division and both the Department of Main Roads and the Hobart City Council was required prior to the completion of the final design. The Division's involvement also included the design of new traffic signals at five locations and major modifications to three existing sets of signals. The new road links will allow the completion of the eastern end of the Macquarie Street/Davey Street one way system which will overcome the major remaining deficiency in the arterial road network.



Deputy Chief Traffic Engineer Milan Prodanovic in the field.

## OTHER ACTIVITIES

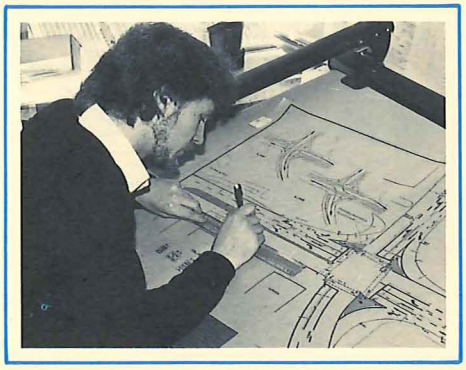
A large number of investigations was conducted by the Division into the need to provide improved traffic facilities or road safety measures throughout the State. Recommendations were submitted to relevant State and local government authorities resulting in the implementation over the year of a variety of traffic management schemes.

Such schemes have included pedestrian refuges, intersection control measures, traffic islands and other control devices.

Traffic studies have continued to be an important part of the Division's activities.Most studies review the needs of local areas for improvements to the arterial road network and the reduction of local road safety problems.Studies of the following areas were in progress or commenced during the year:

- Main Road, Moonah
- Launceston arterial road network
- Burnie central business district

Constraints on the range of solutions available to resolve the various traffic problems were recently eased with the passage of legislation in respect of road humps.



Draftsman Peter Hubble puts finishing touches on the plans for part of the new Davey Street extensions.

Legislation was also passed allowing Council officers to enforce traffic regulations related to parking. This has been an area of regular complaint from the public. A safety benefit of the legislation is that it will free police for mobile road safety operations.

## TRAFFIC SIGNALS GROUP

Traffic signals provide low cost solutions to traffic conflicts at intersections and in most cases defer the need for costly road works.

## MAJOR PROJECT

### Burnie Expressway

The Burnie Expressway has been constructed to provide a major bypass of the Burnie township for traffic travelling the Bass Highway.

The Traffic Engineering Division has been closely involved with the detailed design of road geometries, lane arrangements and traffic signal phasing at intersections along the Burnie Expressway. In February this work culminated in the commissioning of a central computer control system similar to that operating in Hobart. The final two traffic signals of the six installed were also switched on at the same time. The computer will manage traffic flows to reduce delays for through traffic while assimilating cross traffic flow to and from the town centre. In addition new traffic signals were installed this year at:

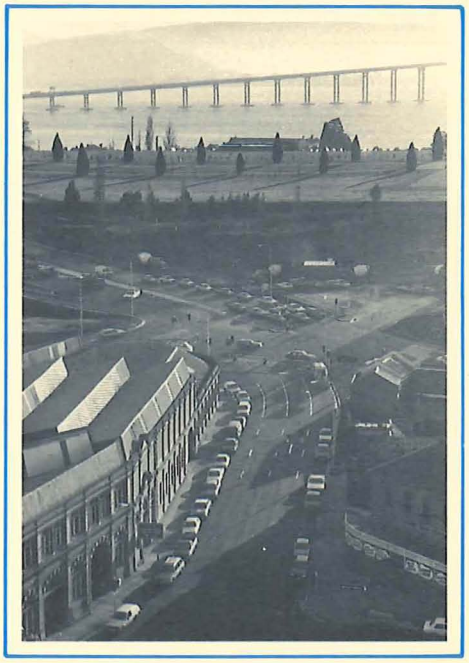
- Burnie Expressway/Mount Street – Burnie
- Burnie Expressway/Wilson Street – Burnie
- Newnham Drive/Invermay Road – Launceston
- Davey Street/Campbell Street – Hobart
- Davey Street/Evans Street – Hobart

All but one of the new traffic signal installations listed for installation this year were funded by DMR road projects.

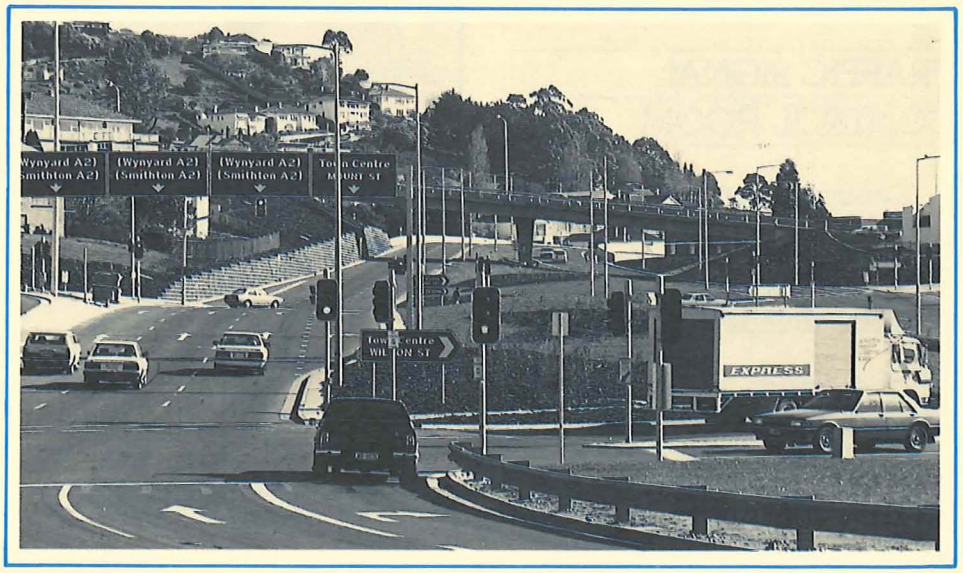
Modifications were carried out to existing traffic signals at:

- Steele Street/Rooke Street – Devonport
- Durham Road/Bass Highway – Cooee
- Cattley Street/Mount Street – Burnie
- Wilmot Street/Mount Street – Burnie
- Ladbrooke Street/Mount Street – Burnie
- Elwick Road/Main Road – Glenorchy
- Brooker Highway/Risdon Road – New Town
- King Street/Sandy Bay Road – Sandy Bay
- Box Hill Road/Main Road – Claremont
- Tolosa Street/Main Road – Glenorchy
- Chapel Street/Main Road – Glenorchy
- Burnett Street/Elizabeth Street – North Hobart
- Argyle Street/Burnett Street – North Hobart

New traffic arrangements associated with the Davey Street extension neared completion at the end of the year.



The traffic management system on the Burnie Expressway became operational on 19 February 1987.



## MANUFACTURE

The traffic signals group manufactures much of its own hardware for use in traffic signals and supports local manufacturers and suppliers.

## PRIME COMPUTER NETWORK

The installation and maintenance of computer peripheral and data communications equipment by the Division utilises the technical skills of traffic signal staff and provides Transport Tasmania and other users with cost-effective access to highly qualified personnel.

The traffic signals group designed and co-ordinated the installation of the expanded mainframe computer room to facilitate the addition of the ICL computer which services the tt-Line booking system. The State Library used the services of the group during the year to expand its network system Statewide and provide regional libraries with access to the central data base located in Hobart.

## TRAFFIC SIGNAL CONTROL ROOM

Central computer control of traffic signals within the Hobart central business district was expanded and improvements to signal timings were carried out.

Live reports on two Hobart radio stations continue to provide information to motorists in daily peak hour periods. Many school groups visited the control room during the year and the facilities were utilised by Tasmania Police during the visit of Pope John Paul II and for parades and marches conducted through the city area.

## BUILDING SERVICES

Increased activity in this area due to the expansion of tt-line and data processing required rewiring and additions to existing circuits.

## ACCIDENT RESEARCH GROUP

The Accident Research Group maintains the State's computerised traffic accident database and provides technical reports and policy analysis to a range of agencies and individuals concerned with traffic safety management in Tasmania.These include:

- Traffic Engineering Division
- Tasmania Police Traffic Control
- Department of Main Roads
- Division of Road Safety
- Local Government authorities
- University and other researchers

Frank Weston, one of the Division's staff who give morning and evening traffic reports on ABC and commercial radio.

## ON-GOING ACTIVITIES

### Black Spot Analysis

This year fifteen problem sites and seventy nine fatal accident sites were reviewed. Recommendations were made for improvements where warranted.

### Traffic Accident Appreciation

Using computer-assisted methodology, traffic accident appreciations on 246 different topics were produced during the year. Subjects ranged from single sites and local traffic areas to the analysis of collisions on wet pavements and accidents involving log trucks.

## MAJOR PROJECTS

### 1. Offence Deterrence Program

Since 1984 the Tasmania Police Traffic Offence Deterrence Program has used accident analysis and deployment scheduling methods developed and provided by the Accident Research Group.The program aims to utilise long-term low manpower enforcement at high-accident locations to deter traffic offences and thus reduce accidents.

### During 1986/87 -

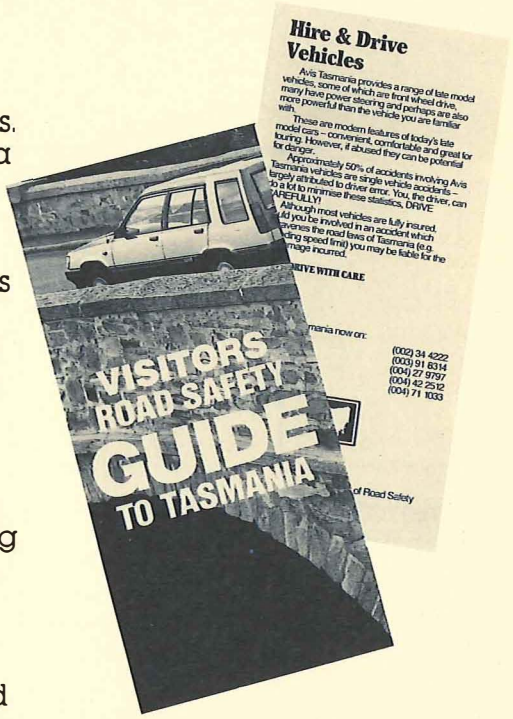
- Analysis of the initial (rural road) component of the program revealed statistically significant evidence of a substantial (60 per cent) reduction in serious injury and fatal accidents at enforced sites.
- Based on the above results, a further accident deterrence program was initiated, covering alcohol-accident locations in twelve urban areas of Tasmania.

### 2. Safety Information for Tourists

In November 1986 the Accident Research Group prepared a brochure providing motoring visitors to Tasmania with safety information including details of road rules, driving tips and the special driving features of certain road locations in the State.

Funded jointly by Transport Tasmania and major hire-car firms active in the State, the brochure was distributed during the 1986/87 summer tourist season via hire-car outlets, airports, the tt-line, and by Tasmania Police engaged in breath analysis duties.

An evaluation suggests tourist traffic casualties have decreased by approximately 50 per cent since the brochure has been available.




The tourist guide to road safety in Tasmania distributed through car hire firms.

## OTHER ACTIVITIES

Three issues of The Traffic Safety Trends newsletter were produced during the year. Three hundred copies of this newsletter are circulated to members of the police, staff of the Department of Main Roads, Road Safety Officers, Motor Accident Insurance Board personnel and others associated with traffic safety in Tasmania.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators in conjunction with the Tasmanian Road Transport Safety Council.

Denise Whitford, a member of the Accident Research Group retrieves plans of an intersection.

Warwick Counsell
Director, Transport Regulation Division and Registrar of Motor Vehicles

| Registration and Driver Licensing | Vehicle Standards | Public Vehicles |
|---|---|---|
| • Issuing and control of drivers licences<br>• Organising motorcycle rider training<br>• Undertaking driver and rider testing<br>• Controlling vehicle registration<br>• Maintaining vehicle security register | • Carrying out technical and engineering services including vehicle inspections<br>• Enforcing regulations<br>• Prosecuting offenders<br>• Supervising over-dimensional permits | • Licensing of goods and passenger carrying vehicles<br>• Maintaining the rail protection scheme<br><br>**Support Services**<br><br>• System development<br>• Legislation development |

# Transport Regulation Division

The Transport Regulation Division is responsible for the driver licensing, vehicle registration and public vehicle licensing responsibilities imposed upon the Transport Commission by the Traffic Act 1925 and associated Regulations.

The Division comprises four branches – Vehicle Standards, Public Vehicles, Motor Registry and Office Systems. The nature of these Branches is such that they are often the first point of contact the public has with Transport Tasmania. Staff are therefore encouraged to be particularly courteous and helpful. The Division aims to promote the safety and reliability of road transport in Tasmania, not just to collect registration and licensing fees.

## REGISTRATION AND DRIVER LICENSING

The Commission's Motor Registry maintains records of all registered vehicles and licensed drivers in the State. This involves the following:

- Registration of vehicles
- Transfer of registration
- Issuing and renewal of drivers licences
- Recording demerit points
- Recording disqualifications of licences
- Collection of State taxes, namely:
  - registration fees
  - drivers' licence fees
  - public vehicle fees
  - out of area rail protection permit fees
  - stamp duty
- Collection of MAIB premiums

Counter services to the public are provided from offices at Hobart, Launceston, Devonport and Burnie together with police stations throughout the State. Driver testing is carried out at all offices. In addition motorcycle rider training is provided at Hobart, Launceston, Penguin, Smithton and at various country centres.

During the year staff numbers were reduced from 98 to 89. This has necessitated the closure of the Burnie and Devonport regional offices during lunch breaks.

## DISABLED PERSONS CONCESSIONS

The Motor Registry administers the disabled persons transport concession scheme issuing permits to those persons who qualify for travel assistance.

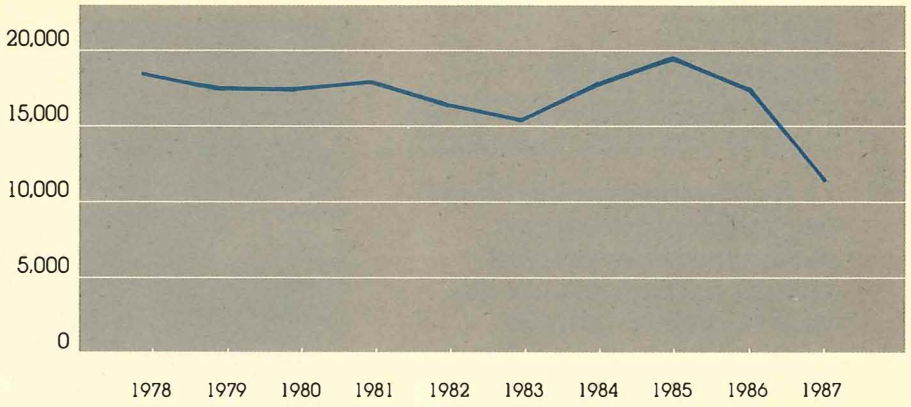
## DRIVER AND MOTOR—CYCLE RIDER LICENSING AND TESTING

On 1 June 1987 new driver's licence classifications were introduced to bring Tasmania into line with other States and Territories.

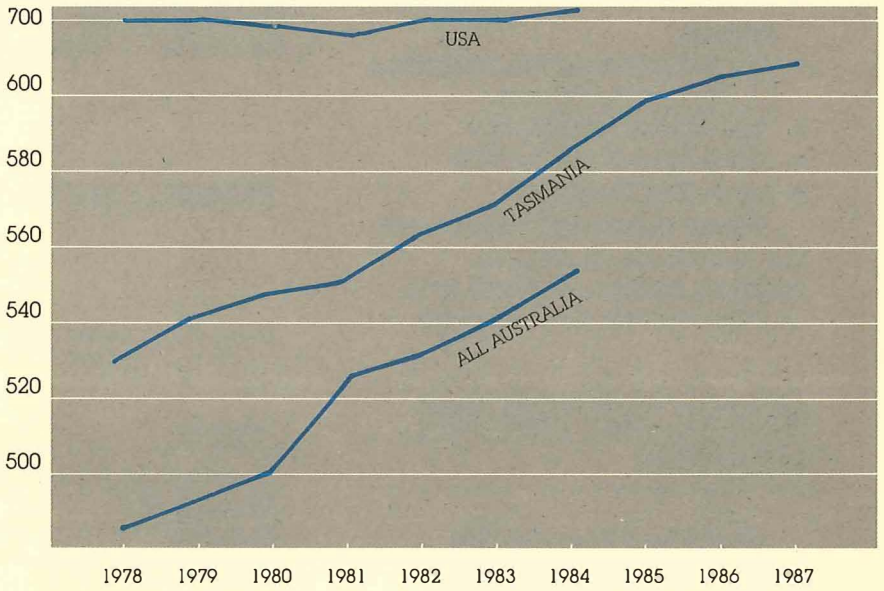
| Licence Class | Description | Min Age |
|---|---|---|
| A | Light Motor Vehicle | 17 |
| B | Medium Rigid Vehicle | 19 |
| C | Heavy Rigid Vehicle | 20 |
| D | Medium Combination Vehicle | 20 |
| E | Heavy Combination Vehicle | 21 |
| F | Combination Passenger Vehicle | 21 |
| G | Motor Cycle | 17 |
| H | Multiply Articulated Vehicle | 21 |
| I | Fork Lift | 17 |
| J | Mobile Machine | 17 |

The Regulations have been amended to set minimum periods of experience for persons seeking to drive larger classes of vehicles.

This scheme of graduated licences will result in more experienced and responsible drivers being in charge of larger vehicles. This is expected to contribute to a reduction in the number of heavy vehicles involved in accidents.

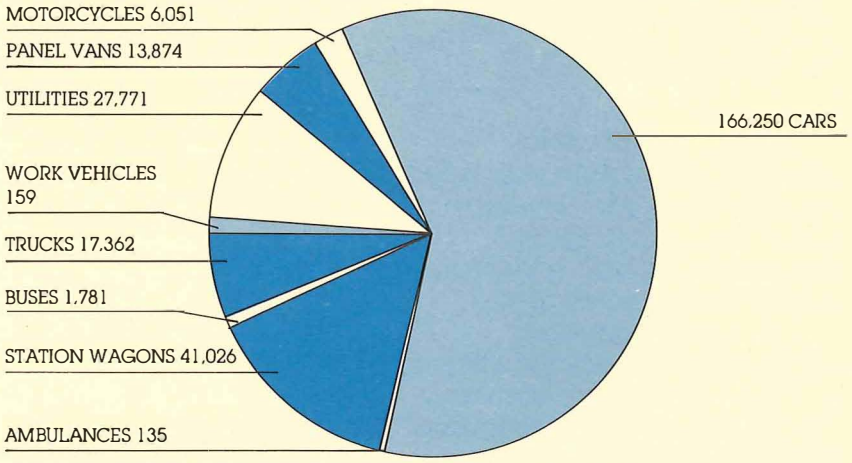



NEW VEHICLE REGISTRATIONS




TOTAL VEHICLE REGISTRATIONS PER 1,000 POPULATION

REGISTRATIONS BY TYPE OF VEHICLE




TOTAL VEHICLE REGISTRATIONS AT 30 JUNE 1987 — 334,461

## IDENTITY REQUIREMENTS FOR DRIVERS LICENCES

During the year the Motor Registry introduced new requirements for proof of identity and address for the issue of drivers' licences.

Documents acceptable for proof of identity and address include:

- Birth or Baptismal Certificate
- Naturalisation or Immigration Papers
- Armed Services Identification or Discharge Papers
- Tax Assessment Notice
- Municipal Rates Notice
- Land Tax Notice

These measures will reduce the incidence of drivers' licences being obtained and used for fraudulent purposes.

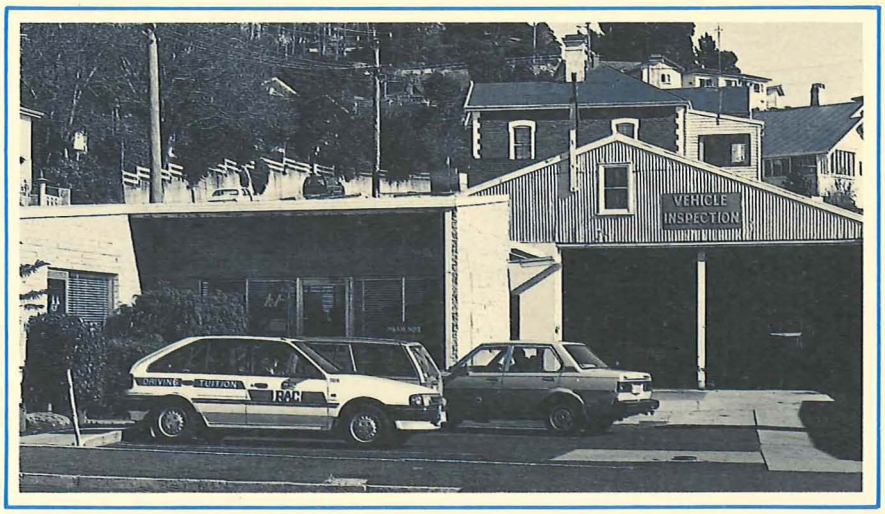
## RESTRICTED DRIVERS LICENSES

Restricted licences are issued on the authority of a Court order where unusual hardship results from licence disqualification.

## MOTORCYCLE RIDER TRAINING SCHEME

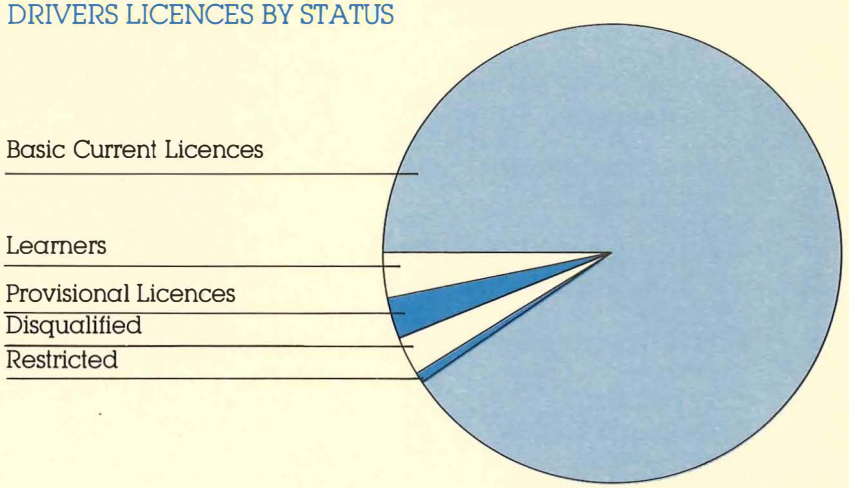
Transport Tasmania conducts two motor cycle rider training courses to develop better riding skills and to reduce the high accident rate of inexperienced cyclists.

The Level 1 course is compulsory for persons wishing to obtain a learner's licence. The course consists of 9 hours of training extending over 3 weekends. The cost is $45 including the provision of a motor cycle.

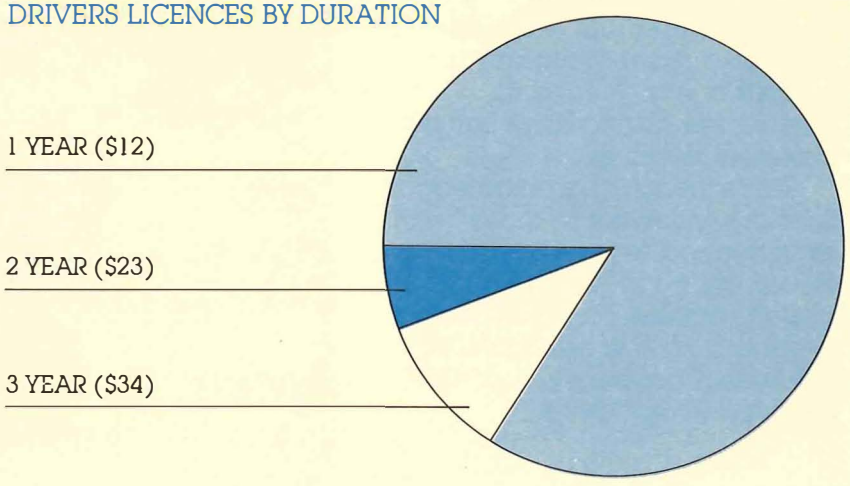



The Burnie Motor Registry and Vehicle Inspection Station.

DRIVERS LICENCES BY STATUS




DRIVERS LICENCES BY DURATION



Level 2 training is more advanced, for those seeking a provisional motorcycle licence. It consists of 12 hours of training over 4 weekends and costs $60. Applicants must provide their own cycles and riding gear. A current learner's licence is compulsory.

On completion of the courses a person is eligible to undertake a provisional motor cycle licence test which is conducted by Motor Registry testing officers.

## DRIVER INSTRUCTION TRAINING

During the year two new training courses were introduced for motor vehicle driving instructors.

The first course is for existing licensed instructors. It takes 9 hours and costs $30. Instructors' licences expire 3 years from the date of issue and re-issue is subject to passing the 9 hour course.

The second course is for new candidates, it takes 26 hours and costs $200.

Both courses include segments on:

- Knowledge of the Traffic Regulations
- Defensive driving skills
- Teaching technique
- Dangers associated with drinking and driving; and
- Many other aspects of safe driving

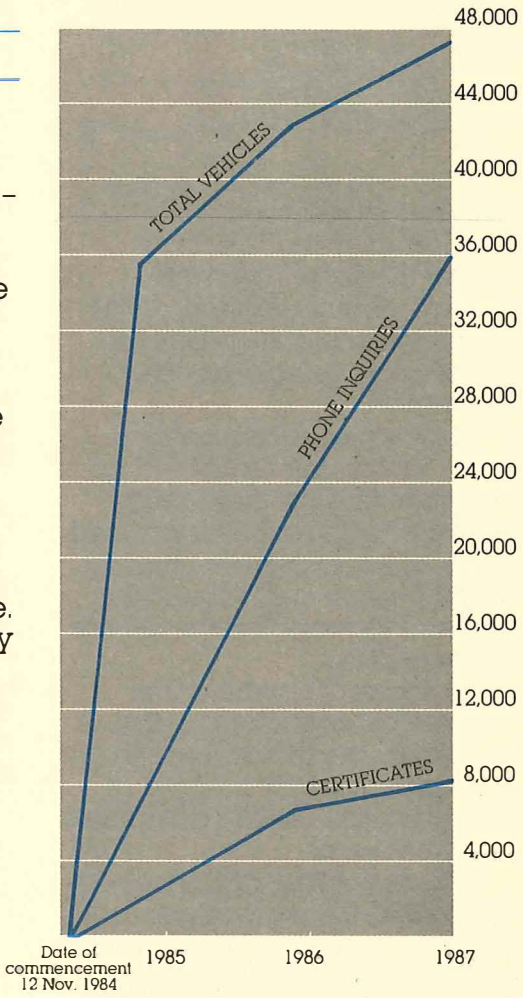
The courses are conducted by officers of the Division of Road Safety. The Motor Registry's Senior Testing Officer assists with the final assessment.

## VEHICLE SECURITIES REGISTER

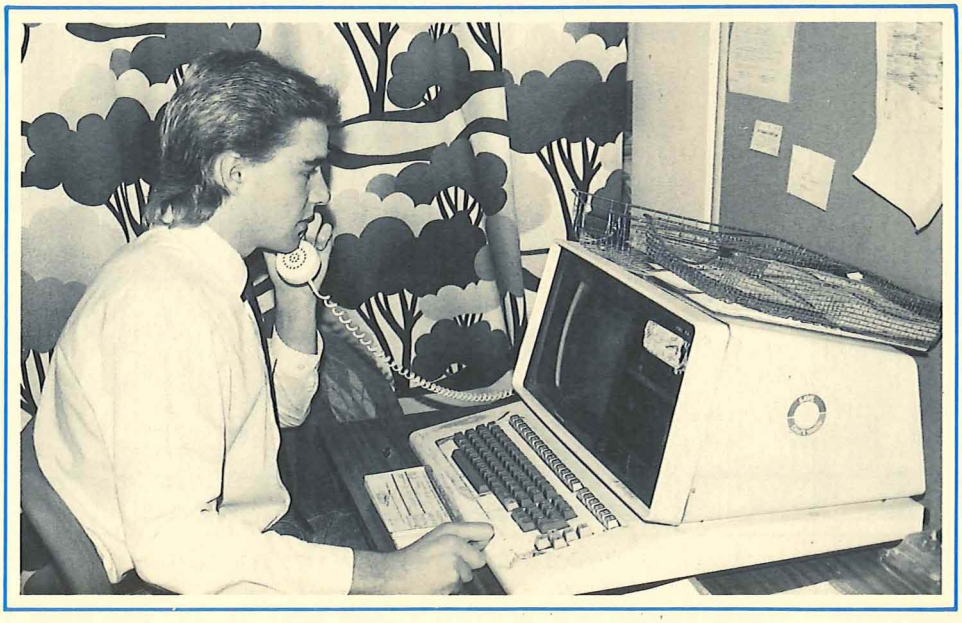
A vehicle securities register is maintained by the Division. This enables interested parties – finance companies, banks etc. or individuals – to register a financial interest in any vehicle registered in Tasmania. The cost to register is $10.

Any person who fails to register an interest in a vehicle has no right of re-possession if the vehicle is sold to an unwitting third party.

The Register may be checked free of charge at any Motor Registry or by telephone. A certificate verifying any entry can be issued for $2. The register is updated daily and currently has details of over 47,000 vehicles.




**MOTOR VEHICLES SECURITY REGISTER**



Darren Jarvis checks details of a vehicle on the securities register.

## PROOF OF OWNERSHIP AND VEHICLE REGISTRATION

With the exception of new vehicles registered by car dealers on behalf of clients under the Type Approval System, documentary proof of ownership must be produced before any vehicle can be registered.

Owners of vehicles which were previously registered in this State or elsewhere must provide registration history and proof of purchase from the last registered owner. Without this information registration will not be accepted.

In rare cases where the vehicle history is not readily available the Motor Registry will endeavour to obtain it at cost from registration authorities in other States.

These controls are necessary to combat the increasing number of stolen vehicles being presented for registration. To further assist, chassis numbers are now recorded as an aid to identification.

## FEDERAL INTERSTATE REGISTRATION

The Federal Interstate Registration System was introduced on 1 January 1987.

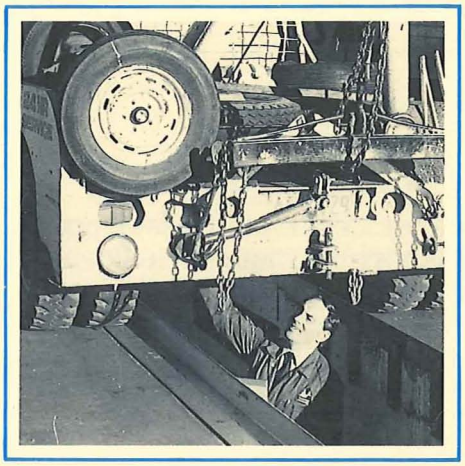
The purpose of this scheme is to enable the Federal Government to collect fees on vehicles used solely for interstate trade. Formerly such vehicles were exempt from the payment of motor tax under Section 92 of the Constitution.

Under the scheme the Federal Government has delegated powers to the various States and Territories to collect fees on behalf of the Commonwealth.

Distinctive number plates, green on gold, bearing the slogan "Federal Interstate" are issued to such vehicles.

## DEMERIT POINTS

At the instigation of the Police Department, a new scale of demerit points came into operation which provided for a change to point losses for some offences and heavier fines. Provision was also made for the period of suspension to increase from 90 days to 3 months if 9 points are accrued twice in 3 years and to 12 months if accrued 3 times in six years.



Transport Inspector Don Wells checks a tow-truck at the Launceston Vehicle Inspection Station.

The maximum gross weight allowable for semi-trailers was increased from 38 to 41 tonnes during the year.

## VEHICLE STANDARDS

The Vehicle Standards Branch establishes and maintains standards for the design, construction and use of vehicles using public roads with regard to safety, environment protection and public convenience.

## TRUCK LOAD LIMITS

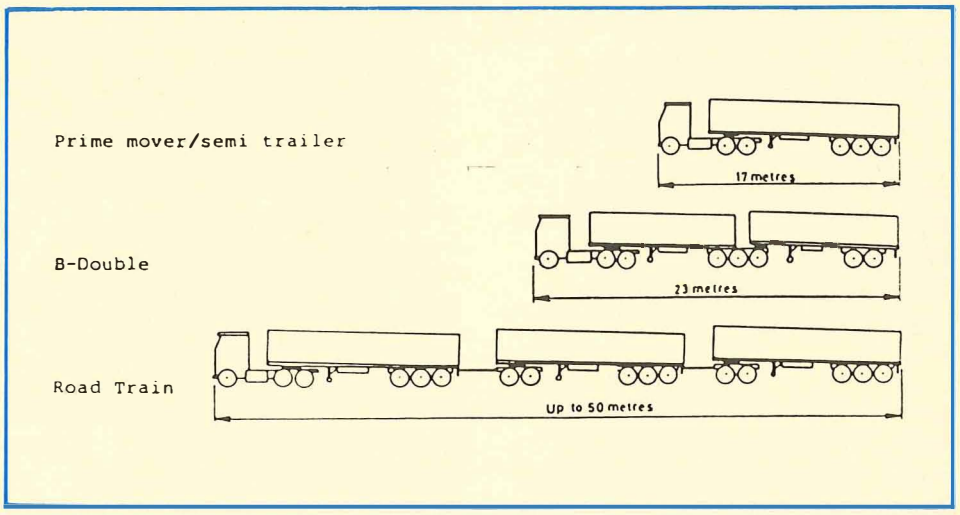
The Branch was instrumental in December, in introducing new load and dimension limits for heavy vehicles. Tasmania was the first State to officially adopt the new limits which were recommended by a national study known as the Review of Road Vehicle Limits. One of the study's main conclusions was that although heavier vehicles cost the community more in increased road and bridge maintenance, these costs were

far outweighed by the benefits to the community in greater transport efficiency.

Some of the new limits introduced were:

- gross load limit of 41 tonnes (formerly 38 tonnes)
- overall length of truck/trailer and prime mover/semi-trailer combinations of 17.5 metres (formerly 17.0 metres)
- shorter vehicle lengths needed to achieve maximum loads i.e. revised Bridge Formula
- load limit for triaxles of 20 tonnes (formerly 18 tonnes)

The Branch produced a revised booklet to explain the new limits to operators and a seminar on the subject was held for Transport Inspectors. The seminar also covered new and more accurate weighing procedures and closer enforcement tolerances which were also introduced in December.




B-doubles. Not yet introduced to Tasmania.

## B-DOUBLES

A new truck concept known as the "B-Double" was investigated by an interdepartmental committee on which the Branch played a significant role.

A "B-Double" is a special double semi-trailer around 23 metres long and with a gross load limit of around 56 tonnes.

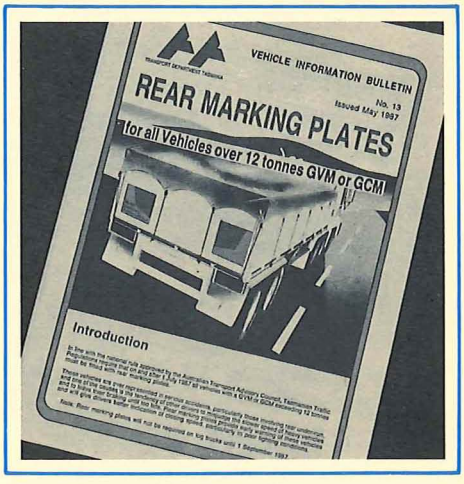
## IMPROVED MANAGEMENT

Several measures were introduced during the year to improve efficiency and cost recovery:

- a revised system of recording statistics on vehicle inspections and enforcement activities was introduced. This has reduced the time spent both by Transport Inspectors in completing statistical returns and keyboard staff in data entry. Data produced is also more reliable.
- Compulsory taximeter tests at 6 monthly cab and hire-car inspections were eliminated. Taximeter tests continue on a random selection basis at 6 monthly inspection, with random enforcement of taximeter accuracy between inspections and following repair or replacement of taximeters. Meters are tested and sealed to coincide with any new taxi fares.
- Inspection fees were introduced for pre-registration inspections of second hand vehicles previously registered outside Tasmania or vehicles of which the Tasmanian registration had expired. Fees range from $5 for motorcycles and small trailers to $20 for heavy trucks and buses and are expected to raise $150,000 per annum.

## REAR MARKING FOR TRUCKS

The Branch has laid the ground work for the introduction of rear marking plates for trucks effective from 1 July 1987. This measure is in line with similar initiatives in other Australian States with the aim of reducing rear under-run accidents, specifically involving cars or other light vehicles colliding with the rear of trucks.




On 1 July 1987 Regulations came into force requiring trucks to display rear marking plates

The purpose of the plates is to provide following drivers with advance warning of the presence and position of stationary or slow-moving trucks. The plates have a red and yellow reflective surface (similar to that used on registration plates and road signs) and are permitted in several shapes, sizes and positions according to the design and construction of the vehicle.

In view of particular problems in the installation of rear marking plates on log trucks their introduction on this class of vehicle will be delayed for 3 months.This will allow the development of a suitable method of installation. In this regard the Branch has been working closely with log truck manufacturers and operators.

## VEHICLE INSPECTIONS

A summary of the inspections undertaken by Transport Inspectors is shown in the table opposite.

One good indicator of the performance of Transport Inspectors is the number of vehicle inspections undertaken during the year. The result is virtually identical to that for 1985/86 but there have been some significant changes:

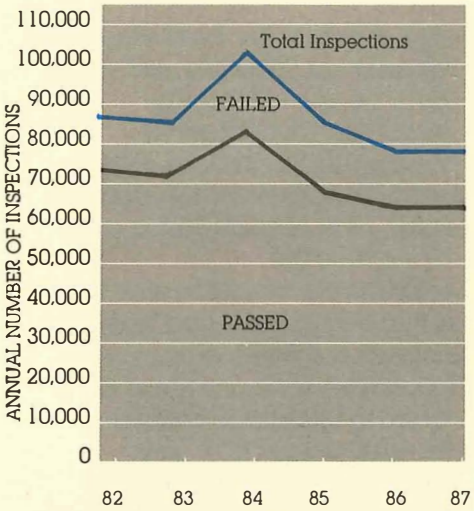
- The number of Transport Inspectors reduced from 27 to 25 during the year due to a resignation and a transfer neither of which were replaced.
- A new inspection recording system was introduced from 1 January which is giving more accurate statistics.
- The number of enquiries for court prosecutions (which consume a considerable proportion of Transport Inspectors' time) has increased by over 20% compared to recent years.
- Roadside mechanical checks and inspections in used car yards (which are the most effective means of improving the roadworthiness of vehicles using public roads) have both risen again after a steady decline in recent years.

Despite a 7% reduction in staff and the adoption of a new inspection recording system which produces slightly lower results, the overall performance of the inspection and enforcement staff has been maintained and inspections in the areas most vital to public safety have increased.

## PROSECUTIONS

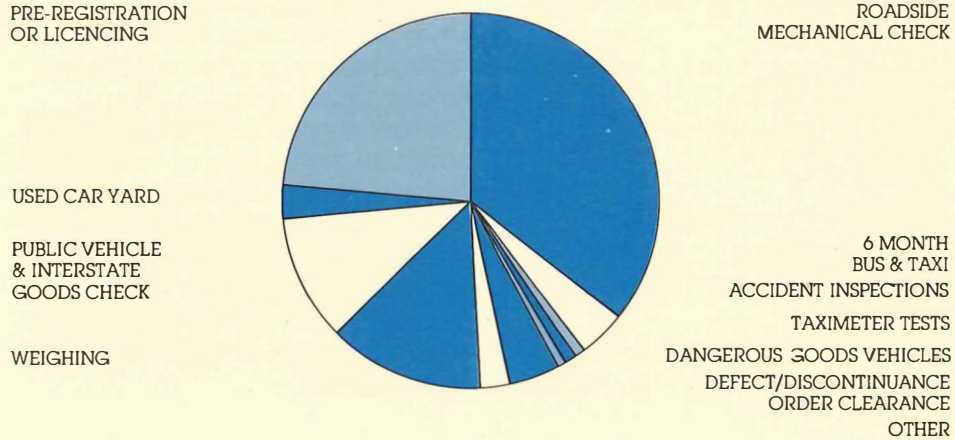
The number of successful court prosecutions has increased by 29% over the previous financial year. While there has been a general increase in the number of offences prosecuted, the most marked increases have been in failures to transfer vehicle registration which have risen by over 50% and the use of unregistered vehicles which rose by 36%.

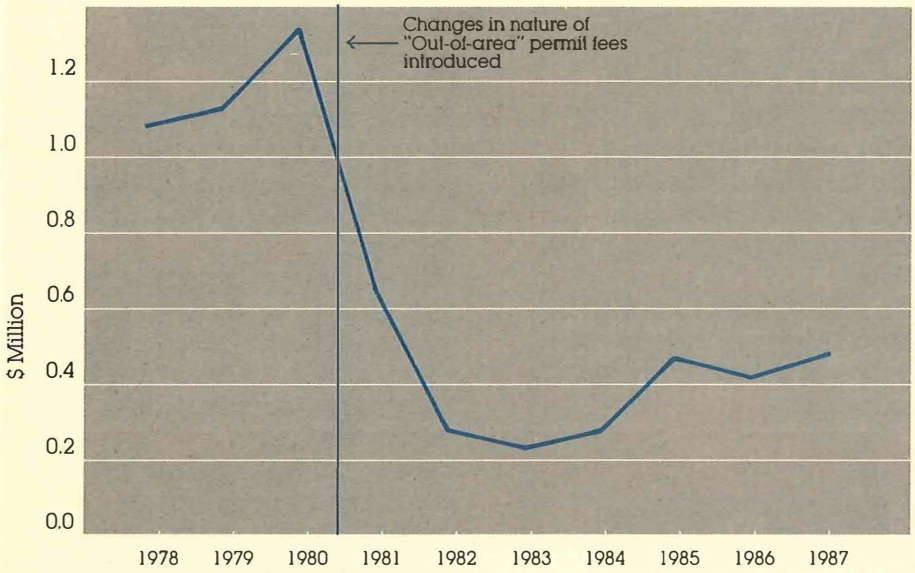
There were only two cases in the year in which magistrates ruled against the prosecution giving a success rate of better than 99%.



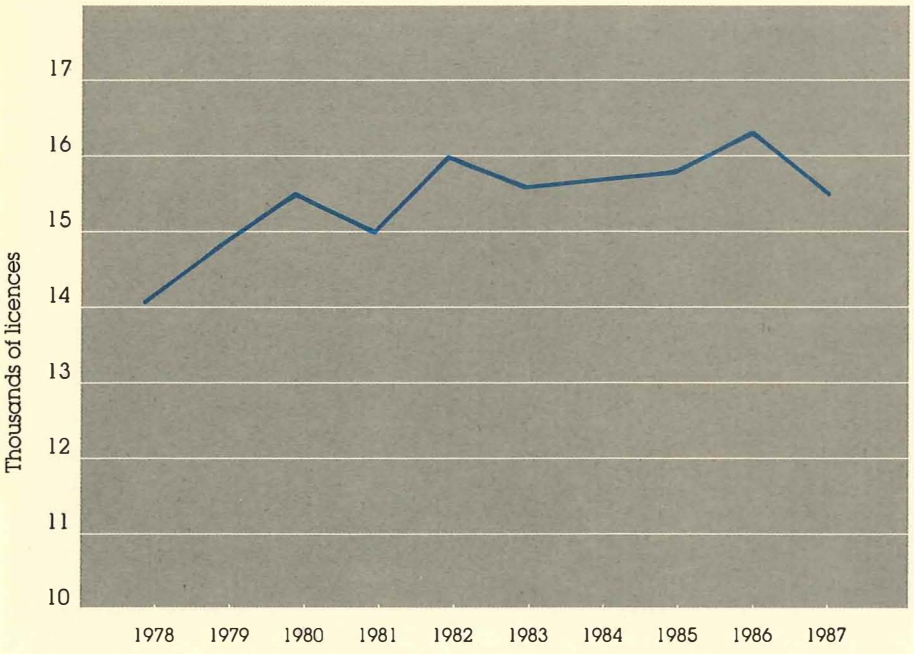

JUNE 30
VEHICLE INSPECTION STATISTICS

### TYPE OF INSPECTION






**PUBLIC VEHICLE FEES**
**(Including out-of-area permit fees)**




**PUBLIC VEHICLE LICENCES**

The Division monitors private bus routes and fares.

## PUBLIC VEHICLES

The Public Vehicles Branch maintains records of all licensed public vehicles operated in Tasmania, including:

- Taxicabs and Hire Cars
- Buses
- Trucks
- Aircraft
- Hire and Drive Vehicles

During the year 2,302 Public Vehicle Licences were issued, renewed or altered. The total revenue collected from Public Vehicle Licence fees for the year was $474,974 an increase of 10% on 1985/86.

The Branch processes all applications for new licences and changes of conditions on existing licences (including bus routes, timetables and fares) for consideration by Transport Tasmania. The Branch also collects fees for the road movement of commodities reserved for rail.

## REISSUE OF LICENCES FOR THE 1986–1989 TRIENNIUM

All public vehicle licences expired on 30 June 1986. The licence holders formally re-apply for their re-issued. This was a major task involving 7,170 vehicles all of which had to be inspected prior to re-licensing.

The opportunity was taken to upgrade the Commission's records to obviate the need for any such major exercises in the future. Specialised vehicles are now more clearly identified in the record allowing Transport Tasmania to maintain a more substantial information base.

## ESTABLISHMENT OF NEW BUS SERVICES

The Branch assists bus operators to provide additional services throughout the State, particularly to remote and unserviced areas.

During the year the following services were licensed by the Commission:-

- Tas. Spastics Association – Transport of students to and from D'Alton Special School – twice daily.
- St. Leonards – Launceston Christian School Riverside – Students only – twice daily.
- Penguin – Riana Primary School – Students only – twice daily
- Electrona – Nicholls Rivulet Road for transfer to Woodbridge High School – Students only – twice daily
- Hobart – Bicheno – Hobart – Saturday service – January–March – twice daily
- Railton – Sheffield – Devonport – Fortnightly – Shopping service
- New Norfolk – Hobart – Monday to Friday evening service – Provided on a trial basis for 1 month

## TIMETABLE AND FARES FOR LICENSED BUS OPERATIONS

The Commission issues coach licences for route service operators, fixing routes, timetables and fares where necessary.

During the year work was completed on a booklet of timetables and fares for internal use but also for sale to bus operators, tourist authorities and the general public. There are two schedules covering:

- Fares and charges levied on all private bus services in operation in Tasmania, and
- Routes and Timetables including general conditions of licence on all private bus services conducted throughout the State.

The schedules,which will be updated twice each year are available at a cost of $10 each or $15 the pair.

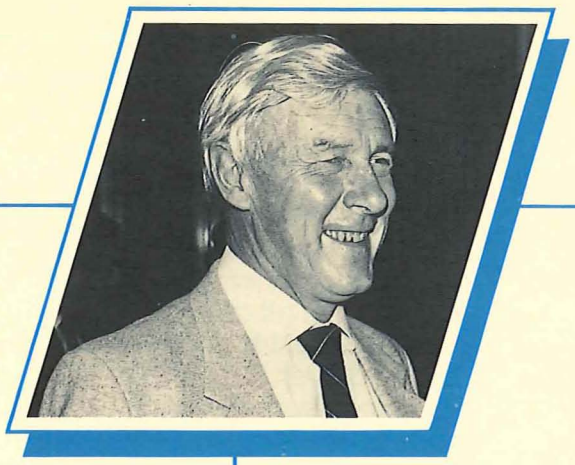
## OFFICE SYSTEMS

The Office Systems Branch co-ordinates the computerisation of transactions and procedures and the development of system improvements.

Major projects carried out during the year included:

- Integration of Public Vehicle and Motor Registry vehicle records.
- Introduction of a heat sealed registration renewal form which eliminated envelopes.
- Recording of chassis numbers for motor vehicles, trailers and caravans.
- Development work for the introduction of common registration expiry dates for fleet owners and Government Departments which will be implemented next year.

Motor registry staff handle over 700,000 transactions each year.



N.A. MacMillan
General Manager, Marine

| Joint Venture Bass Strait Services | Bruny Island Ferry Service | Policy & Management |
|---|---|---|
| • Operating "STRAITSMAN" service<br>• Undertaking crew management for "CHALLENGER-B" | • Operating Bruny Island Ferry | • Providing policy advice to Government<br>• Representing the Commission on Marine Committees<br>• Processing workers compensation claims<br>• Investigating alternative shipping arrangements<br>• Evaluating tenders<br>• Undertaking forward planning |

# Marine Division

The Marine Division is responsible for matters relating to the maritime industry including the provision of policy advice to the Government on maritime affairs. The Division originally provided a sea cargo service to and from the East Coast of Tasmania and to the Furneaux Group Islands. By the seventies the services had expanded to include King Island and Melbourne, some of the vessels operated being the "JOSEPH BANKS", the "STRAITSMAN" and the "RA". Since 1975, however, The Division's coastal shipping operations have been centred on providing a service to King Island from Stanley and Melbourne using the small Roll-on Roll-off vessel "STRAITSMAN". In 1985 the State Government formed a Joint Venture with Brambles Industries Limited to provide this service.

The Division also provides a vehicular/passenger ferry service between Roberts Point on Bruny Island and Kettering on the Tasmanian mainland.

The "Straitsman" operates between Stanley, Grassy on King Island and Melbourne.

## JOINT VENTURE – BASS STRAIT SERVICE

"Straitsman"

Since 1985 the State has been involved in a Joint Venture with Brambles Industries to provide a service on a week on – week off basis to King Island from Melbourne and Stanley using M.V. "STRAITSMAN". In return for an agreed management fee the State provides "STRAITSMAN" for trading by Brambles Shipping. Transport Tasmania supplies crews and limited management services.

In November 1986 Brambles Industries advised the State Government that it would be terminating the Joint Venture on 30 June 1987, when the initial two year agreement ended. On 10 January 1987 the State Government called for "Expressions of Interest" from experienced shipping companies to operate a regular shipping service between Tasmania, King Island and Victoria from 1 July 1987. Two companies are evaluating the King Island service and expect to advise the State Government early in the new financial year.

In the absence of any other operator ready to service King Island the Government has given Transport Tasmania approval to place "STRAITSMAN" back into the triangular Bass Strait trade between Melbourne, Grassy and Stanley on a full time basis. This is without prejudice to any studies that may be taking place between the Government and shipping companies as a result of the "Expressions of interest" called for in January.

The Division has therefore been engaged in the following transitional tasks in assuming full responsibility for the "STRAITSMAN" service:

- Stevedoring Arrangements
- Equipment hire
- Sailing schedules
- Freight rate determinations
- Discussions with marine boards, shippers and freight forwarders
- Crewing arrangements
- Terminal staffing

### "Challenger-B"

Over the last two years Transport Tasmania has provided crew management services to the "Challenger B", also operated by Brambles Industries. With the Challenger B operation now fully established all crew management functions were handed over to Brambles Industries from the end of June 1987. Since May, therefore, the Division has been actively involved in the transfer of seagoing personnel to Brambles.

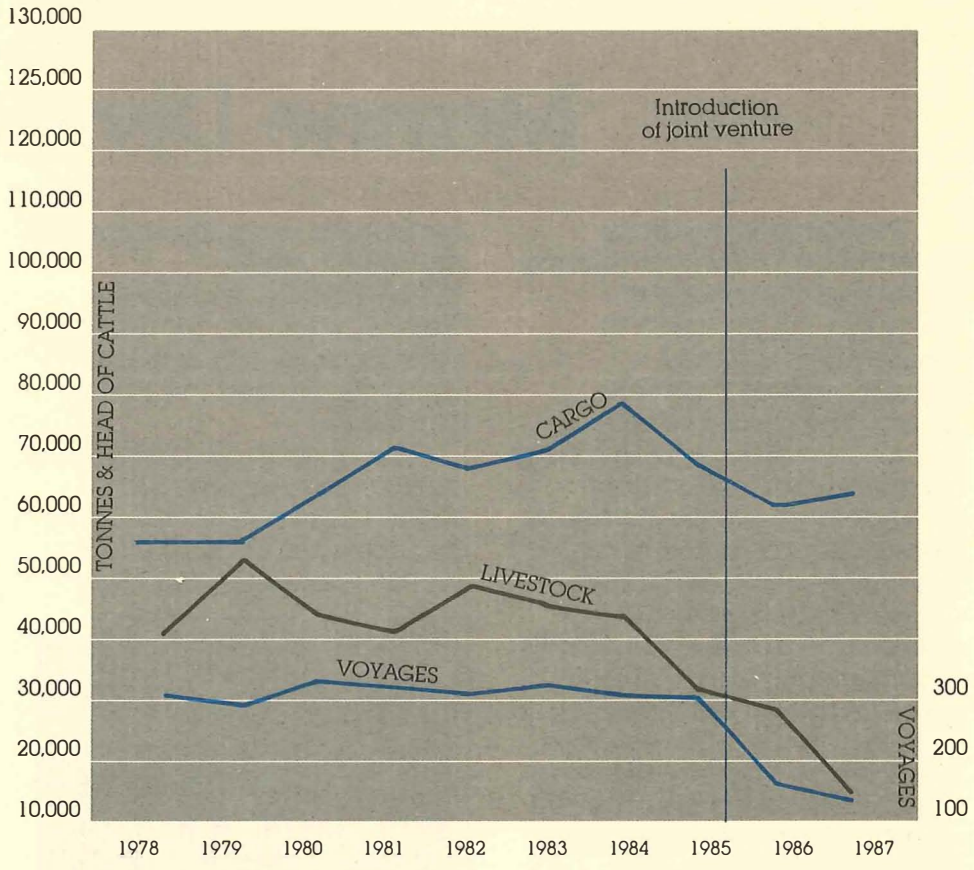
## BRUNY ISLAND FERRY SERVICE

The State Government through Transport Tasmania provides the only regular transport link to Bruny Island, south of Hobart. The service operates between Kettering on the Tasmanian mainland and Roberts Point on Bruny Island, a distance of 3.2 kilometres. Nine round trips per day between 7.15 a.m. and 7.15 p.m. are provided. Two ferries, "HARRY O'MAY" and "MANGANA", operate on the run. The former is the main ferry while the latter is kept as a standby in case of mechanical breakdown, dockings or heavy demand.

During the year the service operated smoothly with the few delays experienced being due to:

- Minor technical faults in the shore terminals and,
- Restricted visibility due to fog.

On 20 October 1986 the first increase in fares since 1980 was introduced. This included the introduction of a new "peak" fare which applies over weekends and on public holidays.




STRAITSMAN: CARGO, LIVESTOCK AND VOYAGES

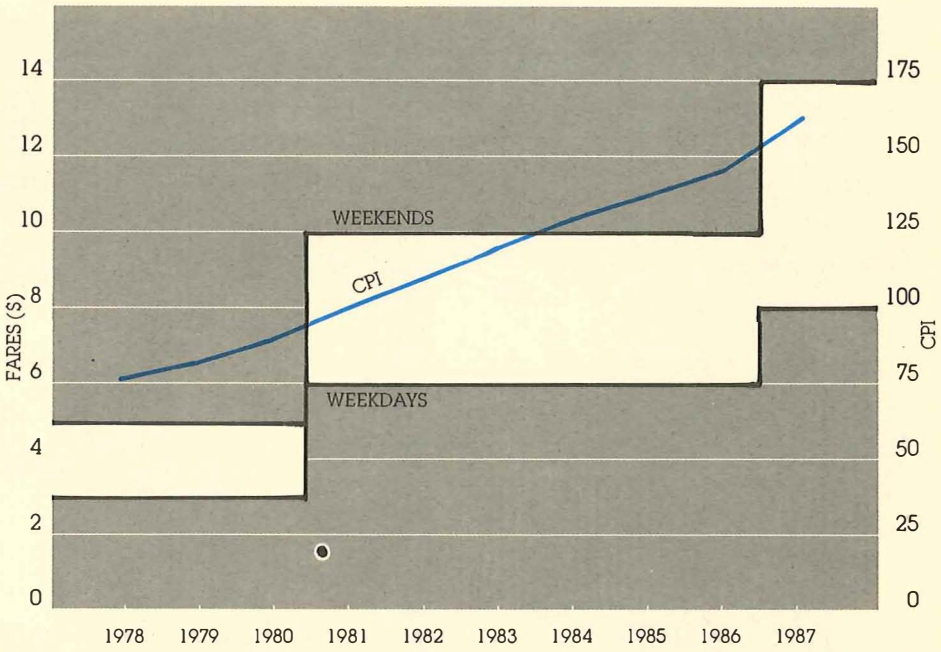
## BRUNY ISLAND FERRY – FARES AT 30 JUNE 1987

| | |
|---|---|
| Pedestrians | Gratis |
| Vehicles | |
| under 5M | $ 8.00 |
| Weekend peak | $14.00 |
| Vehicles | |
| over 5M | $10.00 – $80.00 |

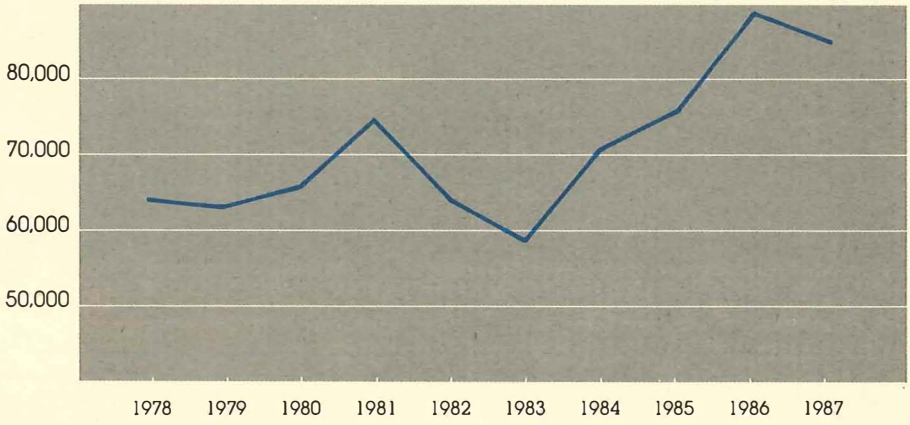
Following the increase in fares there was a 9.2% drop in patronage. This drop can be attributed to the fare increase, the bad weather conditions during January and February 1987 and the closing of the mutton bird season this year. Since 1980 the increase in fares has been limited to 33% as opposed to a 67% increase in the CPI.I

It has been decided to review fares on an annual basis in future. When making recommendations for changes to the fare structure the Division is aware of the need to provide an inexpensive service to both residents and visitors to the island while endeavouring to achieve a basic level of cost recovery.

Because of the age of "MANGANA" (56 years) and the costs associated with keeping her in survey, a study has been carried out and preliminary plans drawn up for a larger ferry to replace "MANGANA" and allow the "HARRY O'MAY" to become the standby. The Government will consider this matter next year.

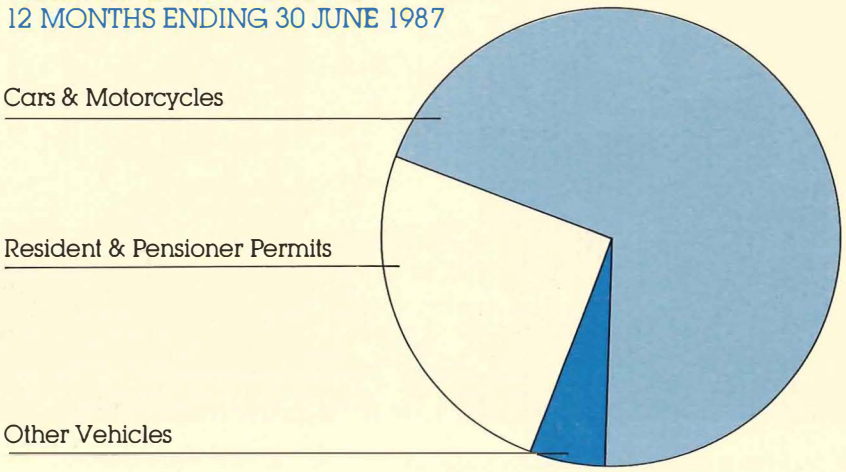


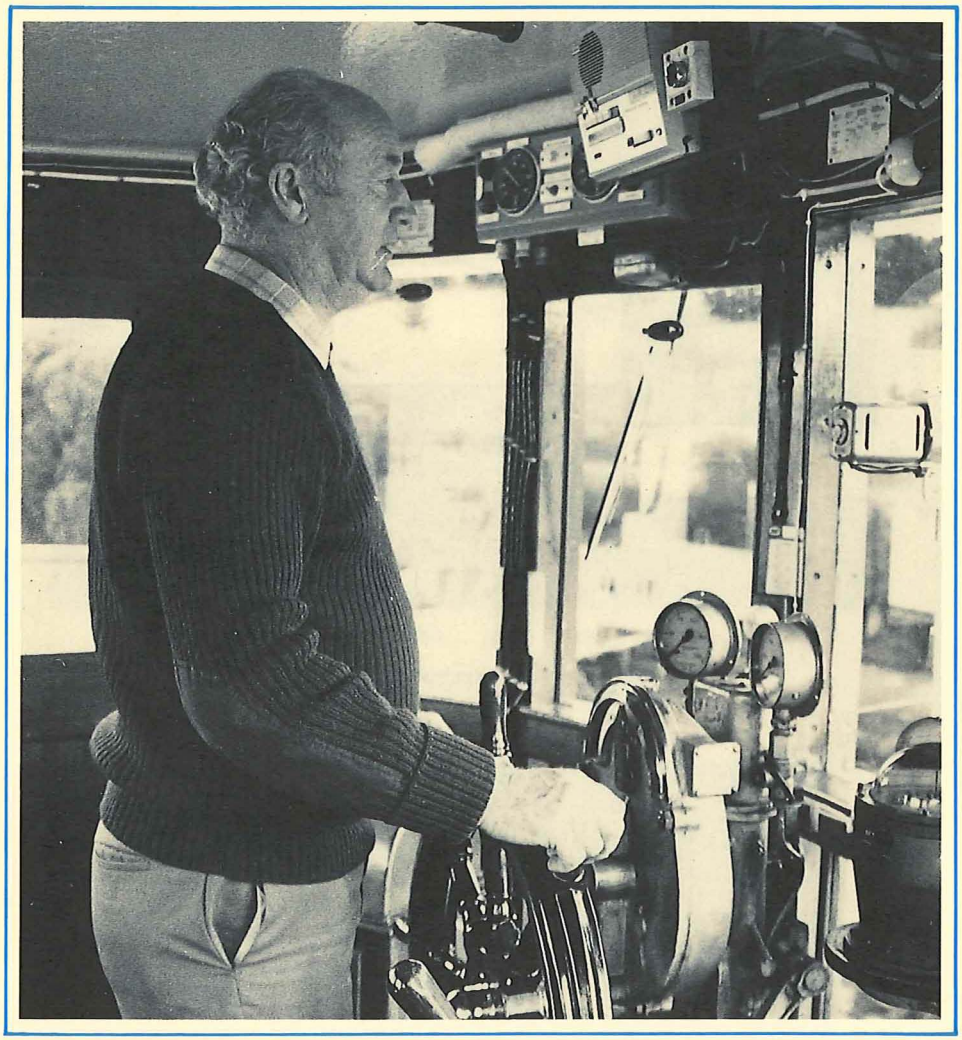

FARES: BRUNY ISLAND




VEHICLES CARRIED: BRUNY ISLAND FERRY

VEHICLES CARRIED BY TYPE
12 MONTHS ENDING 30 JUNE 1987





Terry Chopping, relieving ferry master on the Harry O'May. The Harry O'May was introduced onto the Bruny Island run in 1978.

The Division is represented on the Maritime Industries Advisory Council which reviews Tasmanian shipping arrangements.

## POLICY MANAGEMENT

The Marine Division through the Commissioner provides advice to Government on all maritime matters. The Division is represented on many marine related Committees and 17 Groups as listed on page 18 of this Annual Report.

During the year the General Manager attended the Marine & Ports Group meetings. This has resulted in close liaison with the Federal Government on all Marine matters and assisted decision making.

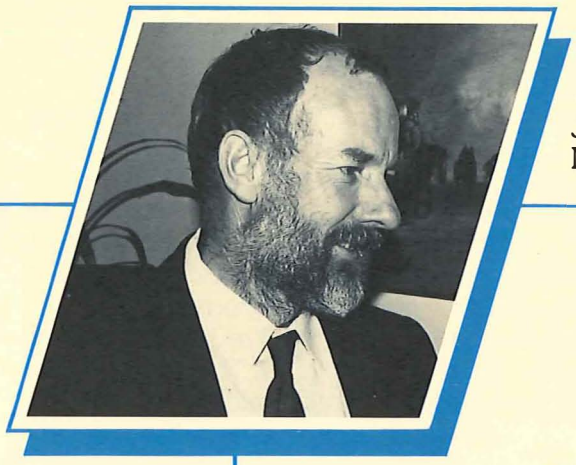
The Division is involved in a range of Marine issues through these Committees. Some of the matters discussed include:

- Oil pollution
- Purchase of vessels
- Lightstations
- Livestock shipment
- Port Planning
- Marine research
- Navigation
- Overseas shipping

The Division has been active in providing information and assistance to shipping companies who have expressed interest in operating a regular service between Tasmania, King Island and Victoria.

The Marine Division has handled all shipboard workers compensation claims for "Straitsman", "Abel Tasman" and "Challenger B". At the beginning of 1987 information on workers compensation was put onto computer which allows the rapid retrieval of statistical information on claims, payments and balances outstanding.

The Division is assisting with a study into the feasability of a replacement for the "Abel Tasman".



John Gough
Manager

| Engineering | | Marketing & Sales |
|---|---|---|
| • Machining using lathes, grinding equipment and boring machinery<br>• Carrying out heat treatment<br>• Fabricating<br>• Electroplating and metal | finishing<br>• Conducting design engineering | • Attending trade displays, shows, etc.<br>• Maintaining close contact with key firms in the mining, defence and process engineering sectors |

# PTA Engineering

The Precision Tool Annexe was built and equipped by the Commonwealth Government during the war years 1939-1945 to produce tools, gauges, dies, jigs and fixtures for the war effort. After the war the building and equipment were handed over to the State Government.

For over 40 years skills have been developed and maintained to enable the manufacture of a diversity of products. After the war the workshops were heavily involved in the supply of tooling, gauges and components to General Motors Holden. Later much work was done for the Government Aircraft Factory. In recent years there has been an increasing involvement with the mining and processing industries. The skills and capabilities of PTA Engineering now make it unique in Australian industry.

PTA Engineering's workshops at Mayne Street, Launceston.

In early 1979 the workshop was relocated from its ageing premises in the Launceston railway yards to a new site at Invermay. The change of name from Precision Tool Annexe to PTA Engineering occurred in 1981 and represented the need to compete more effectively in the tight market of today.

## ENGINEERING

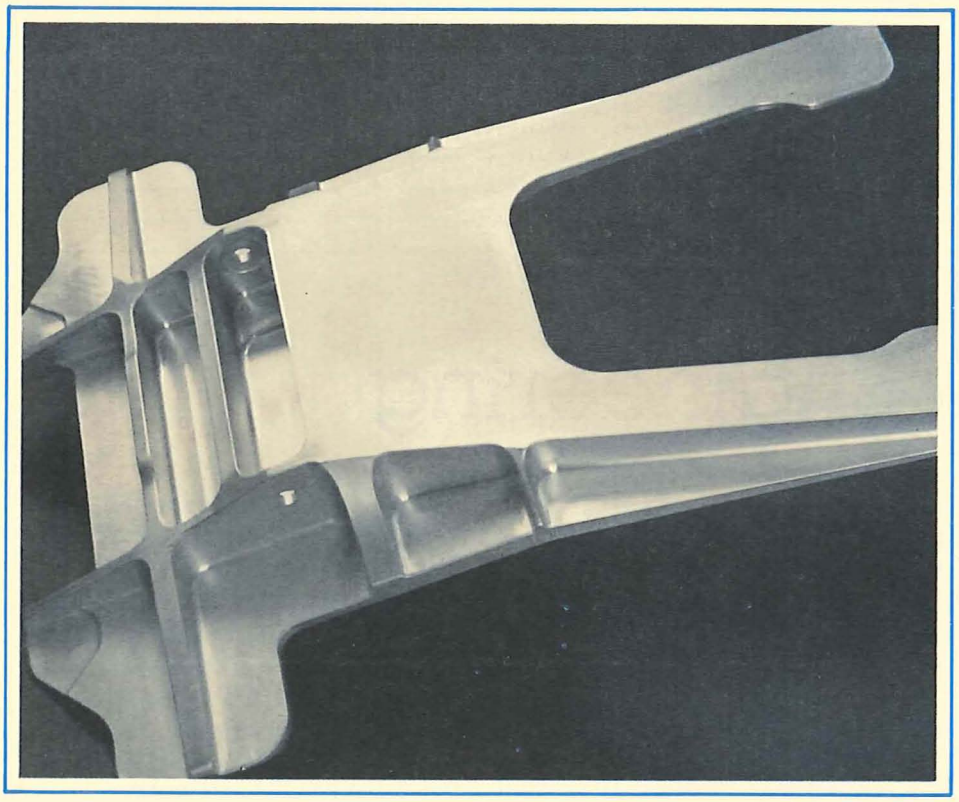
During the year the workshop was involved in a wide variety of activities, the major projects being:

- The supply of precision jet

engine fuel pump components for Pratt & Whitney - Canada.
- The supply and installation of 6 water cooled electrode holders for Elkem of Norway for the Temco furnaces.
- The supply of five 20 tonne diesel hydrostatic tunnel locomotives for the Melbourne and Metropolitan Board of Works
- The supply of a large range of mining equipment spares for the Australian mining industry.

Sales for the year exceeded $3.25 million. This represents an improvement in overall performance even though the workshops have operated at a loss for some years now.

During the year staffing levels fell by five reducing numbers to 79. The resignation of the senior sales representative and the accountant left several problems with administration. Additionally some experienced senior staff were unavailable due to extended sick leave. No significant industrial matters were recorded during the year.



An example of a component manufactured by PTA engineering.

Training is essential to the workshop and four apprentices were employed in February, 1987 bringing the total number in training to 16.

PTA Engineering is likely to see some change of direction due to Government intentions to cut losses. While the future is presently unclear there is an optimism that changes will encourage future expansion and improved performance of this important skilled resource centre.

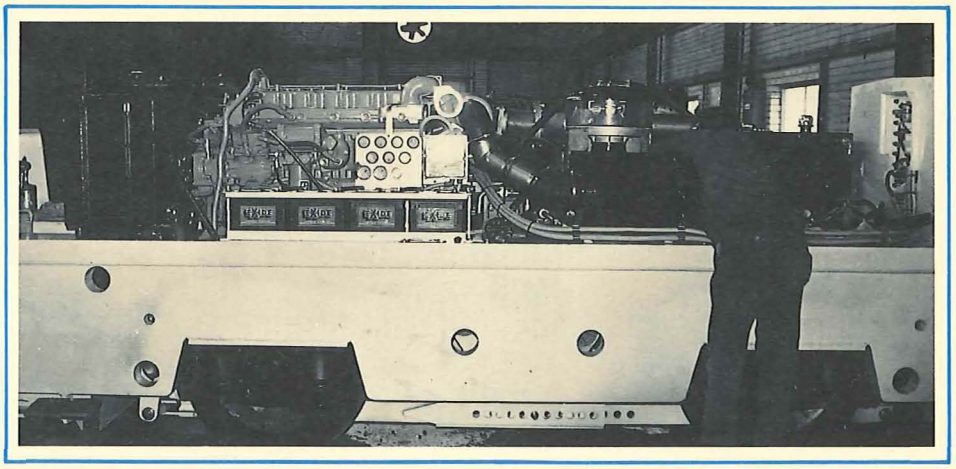
## MARKETING

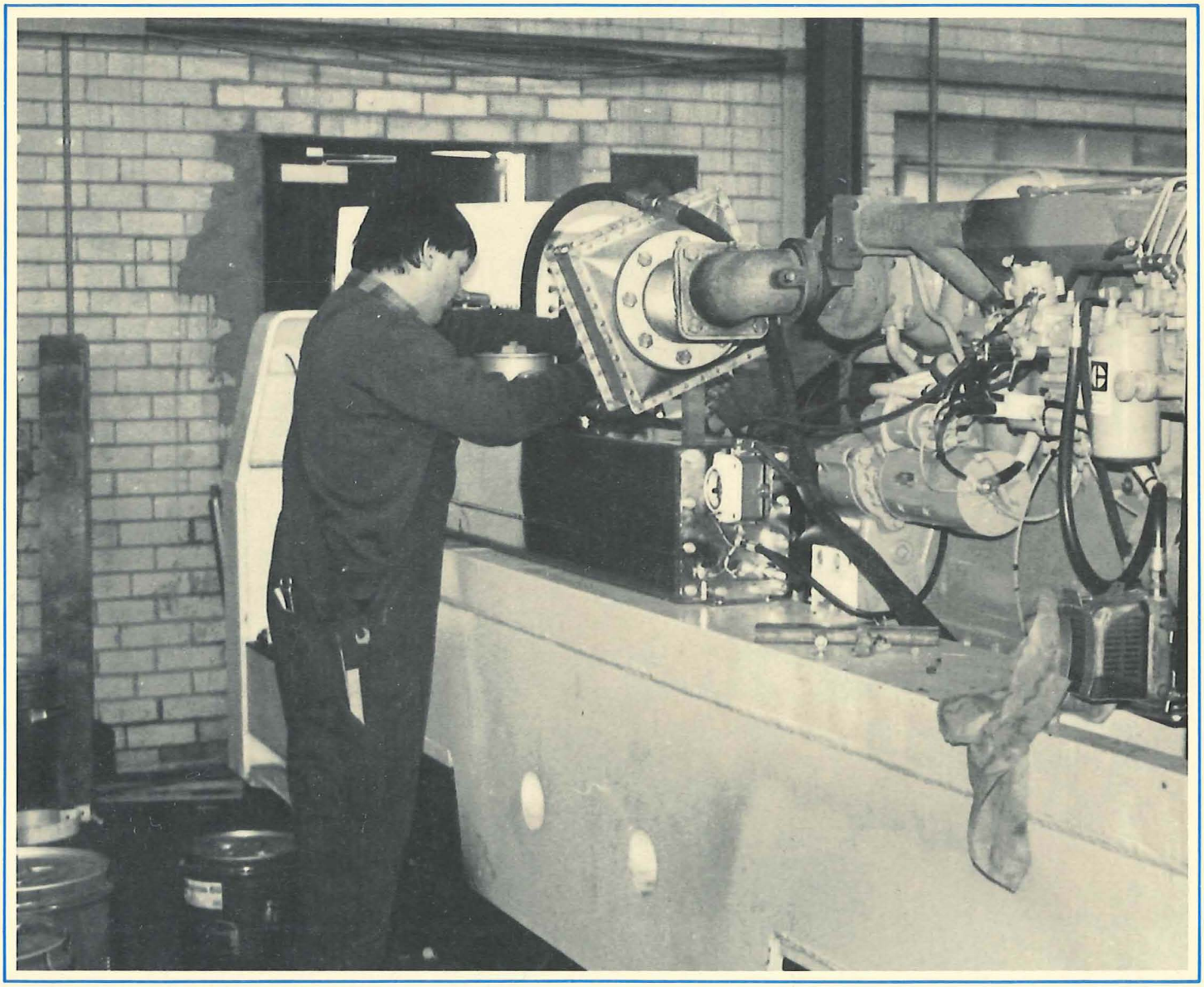
Much effort is expended gaining orders for work to be carried out at the workshop. During the year representatives of PTA Engineering attended trade exhibitions at the Mining Exhibition at the Royal Show Ground, Sydney and at the Kalgoorlie Mining Show in Western Australia.

A major negotiation during the year was for the manufacture of jet engine parts for the United States firm Garrett. During the year, however a new manufacturing process was devised in the US. This made the planned PTA work unnecessary and unavoidably the project was shelved. Despite this setback it is still hoped that future work for Garrett can be obtained.

PTA Engineering is currently pursuing other projects in the aviation industry and has hopes of securing contracts for work with the likes of Boeing and Ford Aviation. Effort is also being put into securing contracts for the manufacture of key components for the much publicised submarines to be constructed for the Royal Australian Navy.

In December PTA Engineering won the contract to supply the Melbourne & Metropolitan Board of Works five 20 tonne diesel locomotives for its 6.5m by 15Km Western Sewerage Tunnel development. These locomotives were designed by a Zimbabwe based company and call for the use of hydrostatic transmissions driven by 250 HP Caterpillar turbo charged diesels. The first loco will be commissioned for service in July 1987. It is hoped that this contract will lead to others for the manufacture of similar equipment for the mining and sugar growing industries.





Geoffrey Ede
General Manager

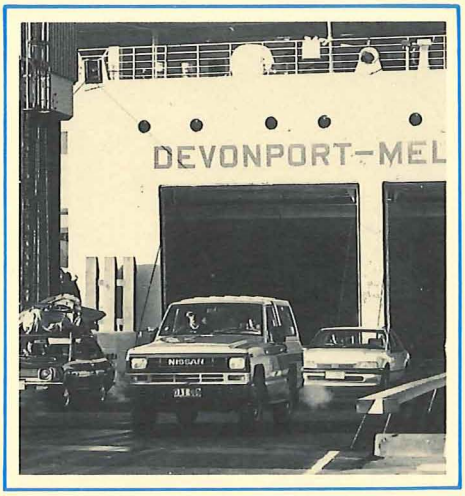
| Operation | | Marketing |
|---|---|---|
| • Operating the Bass Strait Roll on Roll off ferry, "ABEL TASMAN" | • Administering tt-line | • Undertaking sales and marketing for the "ABEL TASMAN" service |
| • Managing Melbourne and Devonport terminals | | • Operating computerised booking system |

# tt-LINE

TT-line is the Division of Transport Tasmania established in 1985 to operate the Bass Stait ferry, "ABEL TASMAN". The "ABEL TASMAN" operates between Devonport and Melbourne a distance of 426 km and makes three overnight crossings each way per week. Before 1985 the "ABEL TASMAN", then named the "NILS HOLGERSSON", was managed by TT Saga Line of Germany and operated between Travemunde and Trelleborg on the Baltic Sea. It was purchased by the Tasmanian Government in 1984 and converted to suit the Bass Strait service.

At the end of its second year of the service,tt-line returned an impressive performance to attain an operating surplus of over $2.7 million.

The line has established itself as a vital link in Tasmania's Bass Strait transportation services, and is well placed to further capitalise on its sound foundations through well-planned development in the coming years.




Cars driving off the Abel Tasman soon after its arrival at Devonport.

## OPERATIONS

The "ABEL TASMAN" service is operated as a commercial enterprise relatively free of State Service constraints.

This has been facilitated by tt-line's arm's length relationship to Government provided for in the Transport Act 1981, exemptions granted under Section 5 of the Tasmanian State Service Act 1984 and by a conscious policy of Government which requires the operation to be self-funding.

To keep costs to a minimum and to minimise the number of employees in tt-line, use is made where possible of existing resources elsewhere in Transport Tasmania. In particular, payroll, accounting, data processing, personnel,

industrial relations, research and crewing resources are "purchased" from Transport Tasmania's support Divisions.

An Advisory Board, established under the Transport Act 1981, has been created to overview the performance of the operation. The Board comprises the Commissioner for Transport, (Chairman), Director of Tourism, Under Treasurer, General Manager of tt-line, and three private sector businessmen experienced in tourism, freight and financial management. At 30 June 1987 these Board members were John Macmillan, Brian Winspear and Tom Sutton.

## MANAGEMENT

The direct tt-line organisation comprises some 34 operational staff. Additional support staff are provided from other areas of the Commission.

Five senior managers report directly to the General Manager and are separately responsible for marketing, technical matters, freight and the Melbourne and Devonport terminals.

The "ABEL TASMAN" itself is manned by two crews each of 115 persons.

In pursuing its objective of financial self reliance and profitability, tt-line has developed a strategy aimed at constantly improving its competitiveness and increasing its operational efficiency and standards of service based on, inter-alia:

- establishing an industrial relations policy built on mutual understanding, trust and confidence between employees, unions and management;
- providing training courses for the marine stewards of the 'ABEL TASMAN' enabling them to improve their own professional qualifications and, at the same time, offer passengers a much higher level of service;.
- developing and implementing an aggressive marketing program to dramatically lift sales;

ensuring that all operational areas perform as individual profit centres.

## RESULTS

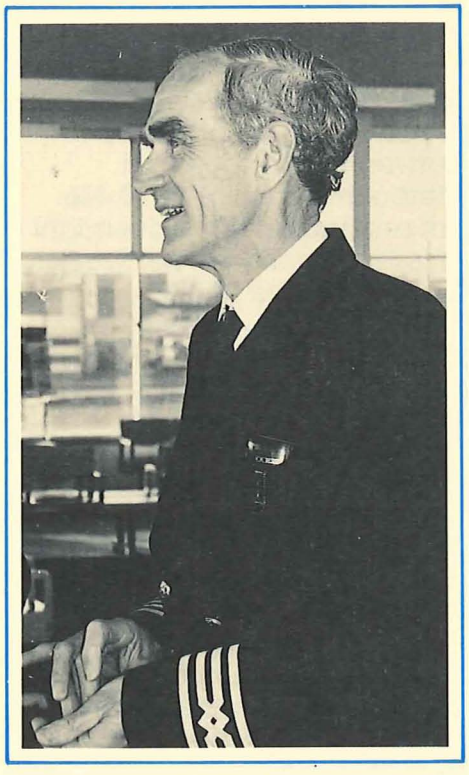
The "ABEL TASMAN" service passed several notable milestones in 1986/87, including the carriage of its 300,000th passenger in January.

The ship for the first time, earned a surplus over operating costs.This is seen as a fitting tribute to the dedication of the ship's officers, crew and management.

What makes this achievement even more notable is that this result was achieved in the "ABEL TASMAN's" second year of operation, one year ahead of target.

Coupled with this success, effective marketing and public relations saw tt-line assume a higher profile in the market place and in the tourism industry generally.

Captain Ralph MacDonnell, one of the two Masters alternating command of the Abel Tasman.



## ON-GOING ACTIVITIES

### Black Spot Analysis

This year fifteen problem sites and seventy nine fatal accident sites were reviewed. Recommendations were made for improvements where warranted.

### Traffic Accident Appreciation

Using computer-assisted methodology, traffic accident appreciations on 246 different topics were produced during the year. Subjects ranged from single sites and local traffic areas to the analysis of collisions on wet pavements and accidents involving log trucks.

## MAJOR PROJECTS

### 1. Offence Deterrence Program

Since 1984 the Tasmania Police Traffic Offence Deterrence Program has used accident analysis and deployment scheduling methods developed and provided by the Accident Research Group.The program aims to utilise long-term low manpower enforcement at high-accident locations to deter traffic offences and thus reduce accidents.

### During 1986/87 -

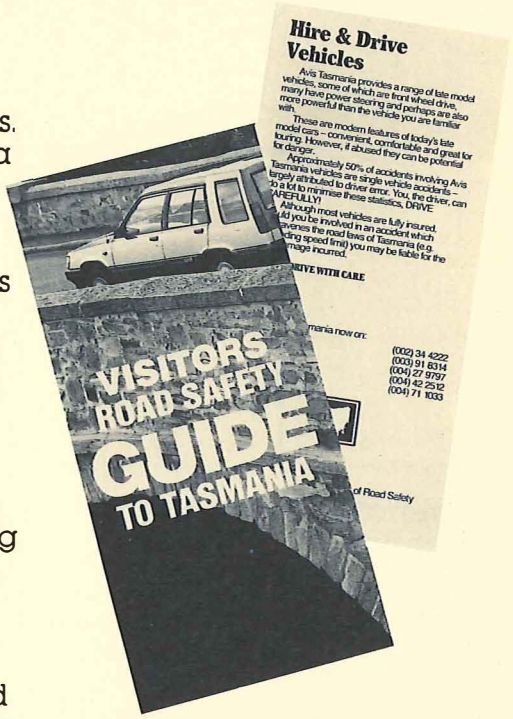
- Analysis of the initial (rural road) component of the program revealed statistically significant evidence of a substantial (60 per cent) reduction in serious injury and fatal accidents at enforced sites.
- Based on the above results, a further accident deterrence program was initiated, covering alcohol-accident locations in twelve urban areas of Tasmania.

### 2. Safety Information for Tourists

In November 1986 the Accident Research Group prepared a brochure providing motoring visitors to Tasmania with safety information including details of road rules, driving tips and the special driving features of certain road locations in the State.

Funded jointly by Transport Tasmania and major hire-car firms active in the State, the brochure was distributed during the 1986/87 summer tourist season via hire-car outlets, airports, the tt-line, and by Tasmania Police engaged in breath analysis duties.

An evaluation suggests tourist traffic casualties have decreased by approximately 50 per cent since the brochure has been available.




The tourist guide to road safety in Tasmania distributed through car hire firms.

## OTHER ACTIVITIES

Three issues of The Traffic Safety Trends newsletter were produced during the year. Three hundred copies of this newsletter are circulated to members of the police, staff of the Department of Main Roads, Road Safety Officers, Motor Accident Insurance Board personnel and others associated with traffic safety in Tasmania.

In addition, the Accident Research Group provides a quarterly Accident Update to heavy vehicle operators in conjunction with the Tasmanian Road Transport Safety Council.

Denise Whitford, a member of the Accident Research Group retrieves plans of an intersection.

Warwick Counsell
Director, Transport Regulation Division and Registrar of Motor Vehicles

| Registration and Driver Licensing | Vehicle Standards | Public Vehicles |
|---|---|---|
| • Issuing and control of drivers licences<br>• Organising motorcycle rider training<br>• Undertaking driver and rider testing<br>• Controlling vehicle registration<br>• Maintaining vehicle security register | • Carrying out technical and engineering services including vehicle inspections<br>• Enforcing regulations<br>• Prosecuting offenders<br>• Supervising over-dimensional permits | • Licensing of goods and passenger carrying vehicles<br>• Maintaining the rail protection scheme<br><br>**Support Services**<br><br>• System development<br>• Legislation development |

# Transport Regulation Division

The Transport Regulation Division is responsible for the driver licensing, vehicle registration and public vehicle licensing responsibilities imposed upon the Transport Commission by the Traffic Act 1925 and associated Regulations.

The Division comprises four branches – Vehicle Standards, Public Vehicles, Motor Registry and Office Systems. The nature of these Branches is such that they are often the first point of contact the public has with Transport Tasmania. Staff are therefore encouraged to be particularly courteous and helpful. The Division aims to promote the safety and reliability of road transport in Tasmania, not just to collect registration and licensing fees.

## REGISTRATION AND DRIVER LICENSING

The Commission's Motor Registry maintains records of all registered vehicles and licensed drivers in the State. This involves the following:

- Registration of vehicles
- Transfer of registration
- Issuing and renewal of drivers licences
- Recording demerit points
- Recording disqualifications of licences
- Collection of State taxes, namely:
  - registration fees
  - drivers' licence fees
  - public vehicle fees
  - out of area rail protection permit fees
  - stamp duty
- Collection of MAIB premiums

Counter services to the public are provided from offices at Hobart, Launceston, Devonport and Burnie together with police stations throughout the State. Driver testing is carried out at all offices. In addition motorcycle rider training is provided at Hobart, Launceston, Penguin, Smithton and at various country centres.

During the year staff numbers were reduced from 98 to 89. This has necessitated the closure of the Burnie and Devonport regional offices during lunch breaks.

## DISABLED PERSONS CONCESSIONS

The Motor Registry administers the disabled persons transport concession scheme issuing permits to those persons who qualify for travel assistance.

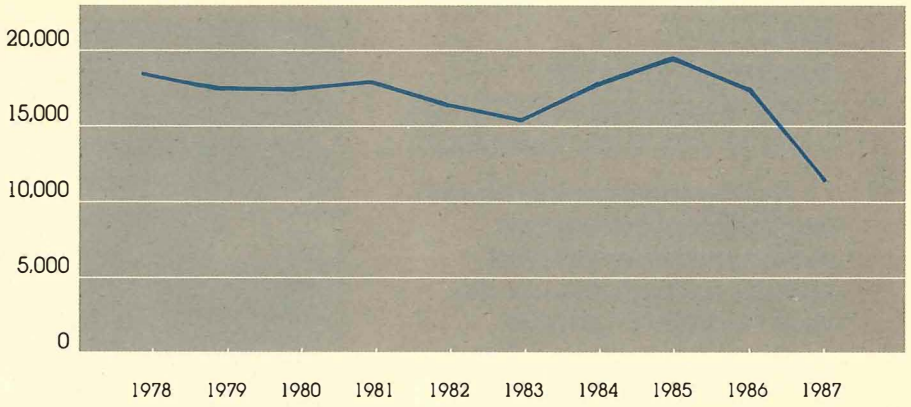
## DRIVER AND MOTOR—CYCLE RIDER LICENSING AND TESTING

On 1 June 1987 new driver's licence classifications were introduced to bring Tasmania into line with other States and Territories.

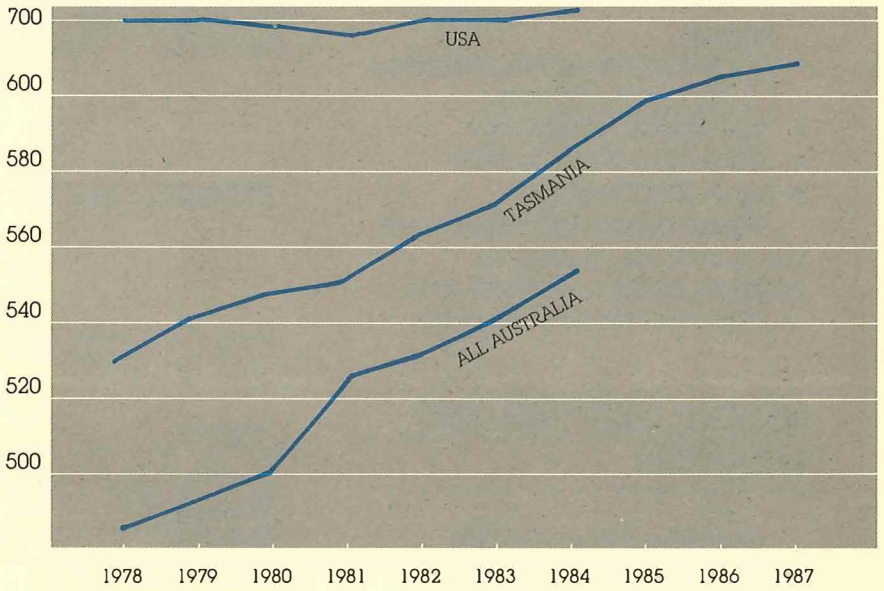
| Licence Class | Description | Min Age |
|---|---|---|
| A | Light Motor Vehicle | 17 |
| B | Medium Rigid Vehicle | 19 |
| C | Heavy Rigid Vehicle | 20 |
| D | Medium Combination Vehicle | 20 |
| E | Heavy Combination Vehicle | 21 |
| F | Combination Passenger Vehicle | 21 |
| G | Motor Cycle | 17 |
| H | Multiply Articulated Vehicle | 21 |
| I | Fork Lift | 17 |
| J | Mobile Machine | 17 |

The Regulations have been amended to set minimum periods of experience for persons seeking to drive larger classes of vehicles.

This scheme of graduated licences will result in more experienced and responsible drivers being in charge of larger vehicles. This is expected to contribute to a reduction in the number of heavy vehicles involved in accidents.

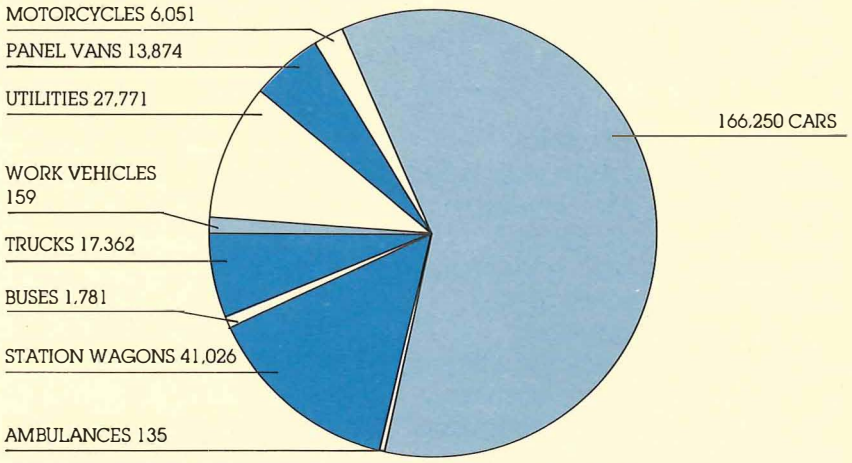



NEW VEHICLE REGISTRATIONS




TOTAL VEHICLE REGISTRATIONS PER 1,000 POPULATION

REGISTRATIONS BY TYPE OF VEHICLE




TOTAL VEHICLE REGISTRATIONS AT 30 JUNE 1987 — 334,461

## IDENTITY REQUIREMENTS FOR DRIVERS LICENCES

During the year the Motor Registry introduced new requirements for proof of identity and address for the issue of drivers' licences.

Documents acceptable for proof of identity and address include:

- Birth or Baptismal Certificate
- Naturalisation or Immigration Papers
- Armed Services Identification or Discharge Papers
- Tax Assessment Notice
- Municipal Rates Notice
- Land Tax Notice

These measures will reduce the incidence of drivers' licences being obtained and used for fraudulent purposes.

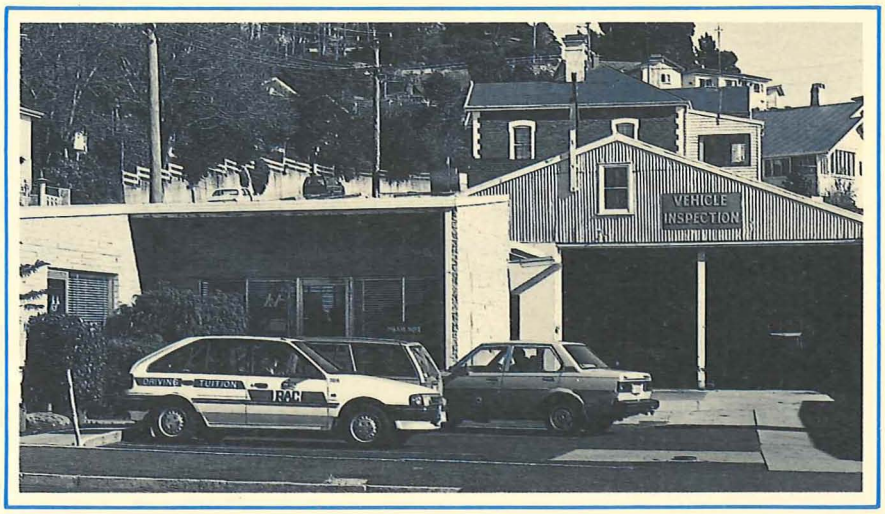
## RESTRICTED DRIVERS LICENSES

Restricted licences are issued on the authority of a Court order where unusual hardship results from licence disqualification.

## MOTORCYCLE RIDER TRAINING SCHEME

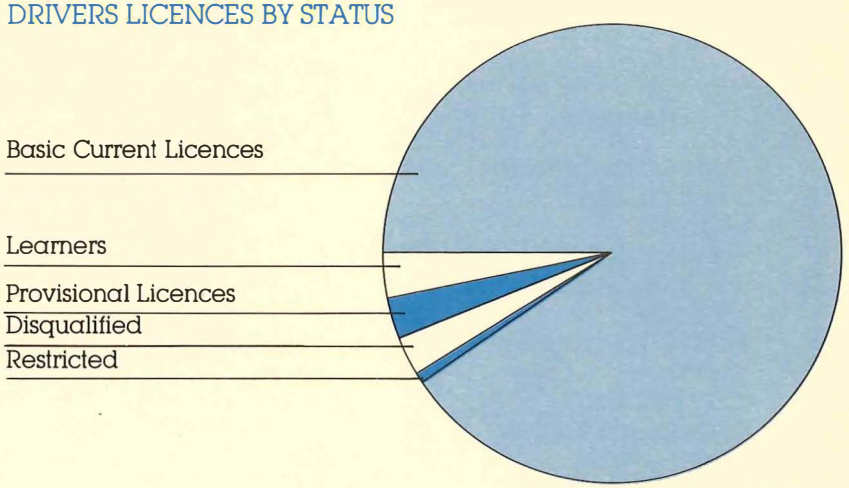
Transport Tasmania conducts two motor cycle rider training courses to develop better riding skills and to reduce the high accident rate of inexperienced cyclists.

The Level 1 course is compulsory for persons wishing to obtain a learner's licence. The course consists of 9 hours of training extending over 3 weekends. The cost is $45 including the provision of a motor cycle.

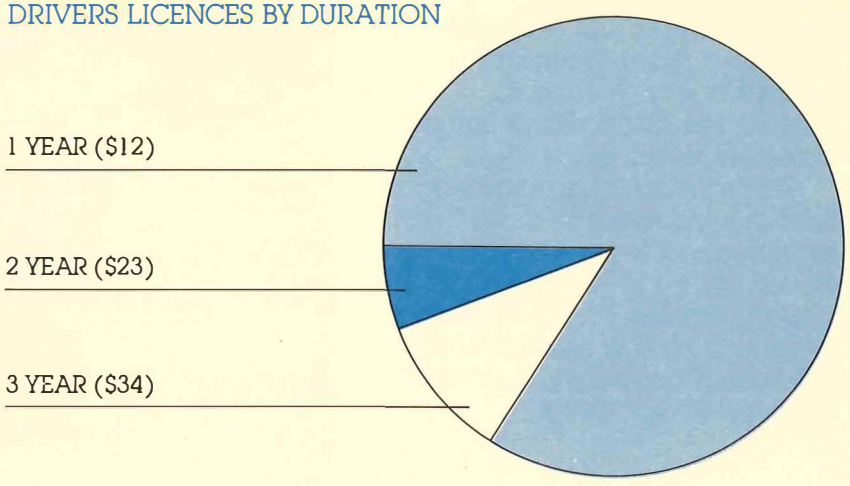



The Burnie Motor Registry and Vehicle Inspection Station.

DRIVERS LICENCES BY STATUS




DRIVERS LICENCES BY DURATION



Level 2 training is more advanced, for those seeking a provisional motorcycle licence. It consists of 12 hours of training over 4 weekends and costs $60. Applicants must provide their own cycles and riding gear. A current learner's licence is compulsory.

On completion of the courses a person is eligible to undertake a provisional motor cycle licence test which is conducted by Motor Registry testing officers.

## DRIVER INSTRUCTION TRAINING

During the year two new training courses were introduced for motor vehicle driving instructors.

The first course is for existing licensed instructors. It takes 9 hours and costs $30. Instructors' licences expire 3 years from the date of issue and re-issue is subject to passing the 9 hour course.

The second course is for new candidates, it takes 26 hours and costs $200.

Both courses include segments on:

- Knowledge of the Traffic Regulations
- Defensive driving skills
- Teaching technique
- Dangers associated with drinking and driving; and
- Many other aspects of safe driving

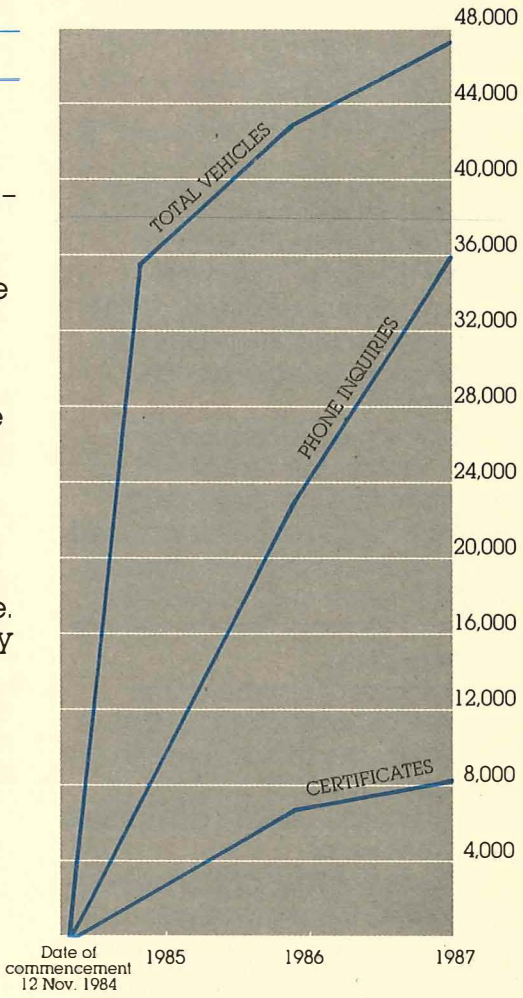
The courses are conducted by officers of the Division of Road Safety. The Motor Registry's Senior Testing Officer assists with the final assessment.

## VEHICLE SECURITIES REGISTER

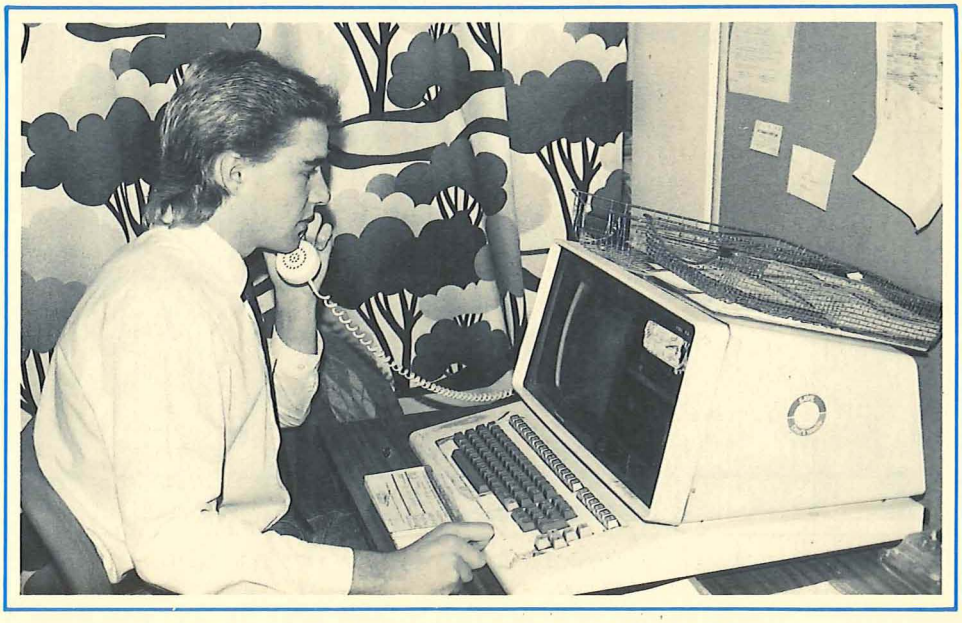
A vehicle securities register is maintained by the Division. This enables interested parties – finance companies, banks etc. or individuals – to register a financial interest in any vehicle registered in Tasmania. The cost to register is $10.

Any person who fails to register an interest in a vehicle has no right of re-possession if the vehicle is sold to an unwitting third party.

The Register may be checked free of charge at any Motor Registry or by telephone. A certificate verifying any entry can be issued for $2. The register is updated daily and currently has details of over 47,000 vehicles.




**MOTOR VEHICLES SECURITY REGISTER**



Darren Jarvis checks details of a vehicle on the securities register.

## PROOF OF OWNERSHIP AND VEHICLE REGISTRATION

With the exception of new vehicles registered by car dealers on behalf of clients under the Type Approval System, documentary proof of ownership must be produced before any vehicle can be registered.

Owners of vehicles which were previously registered in this State or elsewhere must provide registration history and proof of purchase from the last registered owner. Without this information registration will not be accepted.

In rare cases where the vehicle history is not readily available the Motor Registry will endeavour to obtain it at cost from registration authorities in other States.

These controls are necessary to combat the increasing number of stolen vehicles being presented for registration. To further assist, chassis numbers are now recorded as an aid to identification.

## FEDERAL INTERSTATE REGISTRATION

The Federal Interstate Registration System was introduced on 1 January 1987.

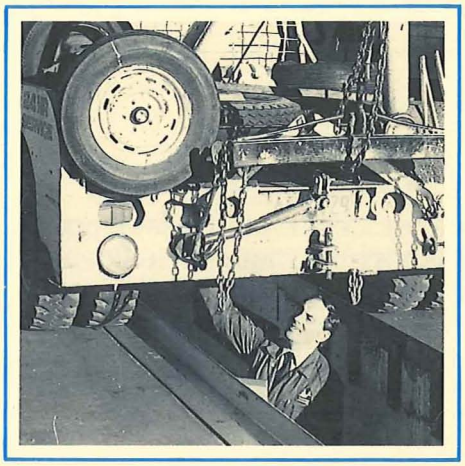
The purpose of this scheme is to enable the Federal Government to collect fees on vehicles used solely for interstate trade. Formerly such vehicles were exempt from the payment of motor tax under Section 92 of the Constitution.

Under the scheme the Federal Government has delegated powers to the various States and Territories to collect fees on behalf of the Commonwealth.

Distinctive number plates, green on gold, bearing the slogan "Federal Interstate" are issued to such vehicles.

## DEMERIT POINTS

At the instigation of the Police Department, a new scale of demerit points came into operation which provided for a change to point losses for some offences and heavier fines. Provision was also made for the period of suspension to increase from 90 days to 3 months if 9 points are accrued twice in 3 years and to 12 months if accrued 3 times in six years.



Transport Inspector Don Wells checks a tow-truck at the Launceston Vehicle Inspection Station.

The maximum gross weight allowable for semi-trailers was increased from 38 to 41 tonnes during the year.

## VEHICLE STANDARDS

The Vehicle Standards Branch establishes and maintains standards for the design, construction and use of vehicles using public roads with regard to safety, environment protection and public convenience.

## TRUCK LOAD LIMITS

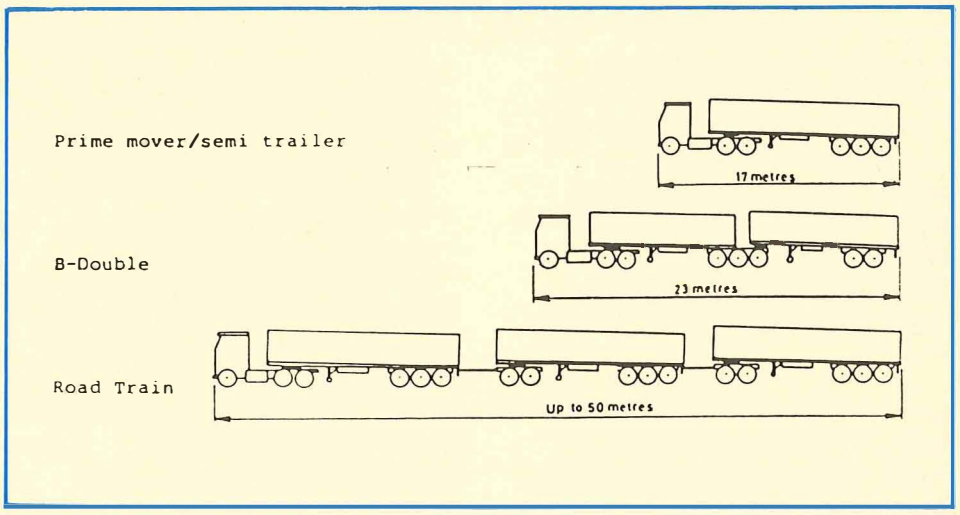
The Branch was instrumental in December, in introducing new load and dimension limits for heavy vehicles. Tasmania was the first State to officially adopt the new limits which were recommended by a national study known as the Review of Road Vehicle Limits. One of the study's main conclusions was that although heavier vehicles cost the community more in increased road and bridge maintenance, these costs were

far outweighed by the benefits to the community in greater transport efficiency.

Some of the new limits introduced were:

- gross load limit of 41 tonnes (formerly 38 tonnes)
- overall length of truck/trailer and prime mover/semi-trailer combinations of 17.5 metres (formerly 17.0 metres)
- shorter vehicle lengths needed to achieve maximum loads i.e. revised Bridge Formula
- load limit for triaxles of 20 tonnes (formerly 18 tonnes)

The Branch produced a revised booklet to explain the new limits to operators and a seminar on the subject was held for Transport Inspectors. The seminar also covered new and more accurate weighing procedures and closer enforcement tolerances which were also introduced in December.




B-doubles. Not yet introduced to Tasmania.

## B-DOUBLES

A new truck concept known as the "B-Double" was investigated by an interdepartmental committee on which the Branch played a significant role.

A "B-Double" is a special double semi-trailer around 23 metres long and with a gross load limit of around 56 tonnes.

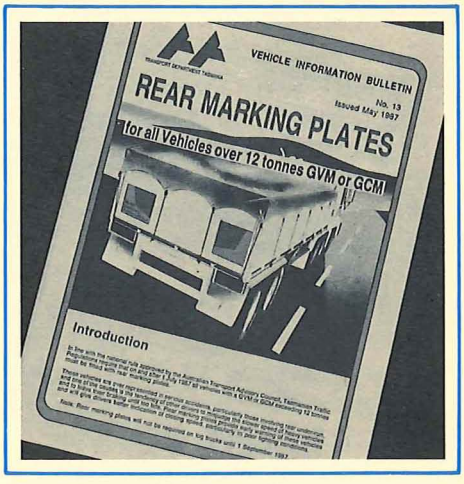
## IMPROVED MANAGEMENT

Several measures were introduced during the year to improve efficiency and cost recovery:

- a revised system of recording statistics on vehicle inspections and enforcement activities was introduced. This has reduced the time spent both by Transport Inspectors in completing statistical returns and keyboard staff in data entry. Data produced is also more reliable.
- Compulsory taximeter tests at 6 monthly cab and hire-car inspections were eliminated. Taximeter tests continue on a random selection basis at 6 monthly inspection, with random enforcement of taximeter accuracy between inspections and following repair or replacement of taximeters. Meters are tested and sealed to coincide with any new taxi fares.
- Inspection fees were introduced for pre-registration inspections of second hand vehicles previously registered outside Tasmania or vehicles of which the Tasmanian registration had expired. Fees range from $5 for motorcycles and small trailers to $20 for heavy trucks and buses and are expected to raise $150,000 per annum.

## REAR MARKING FOR TRUCKS

The Branch has laid the ground work for the introduction of rear marking plates for trucks effective from 1 July 1987. This measure is in line with similar initiatives in other Australian States with the aim of reducing rear under-run accidents, specifically involving cars or other light vehicles colliding with the rear of trucks.




On 1 July 1987 Regulations came into force requiring trucks to display rear marking plates

The purpose of the plates is to provide following drivers with advance warning of the presence and position of stationary or slow-moving trucks. The plates have a red and yellow reflective surface (similar to that used on registration plates and road signs) and are permitted in several shapes, sizes and positions according to the design and construction of the vehicle.

In view of particular problems in the installation of rear marking plates on log trucks their introduction on this class of vehicle will be delayed for 3 months.This will allow the development of a suitable method of installation. In this regard the Branch has been working closely with log truck manufacturers and operators.

## VEHICLE INSPECTIONS

A summary of the inspections undertaken by Transport Inspectors is shown in the table opposite.

One good indicator of the performance of Transport Inspectors is the number of vehicle inspections undertaken during the year. The result is virtually identical to that for 1985/86 but there have been some significant changes:

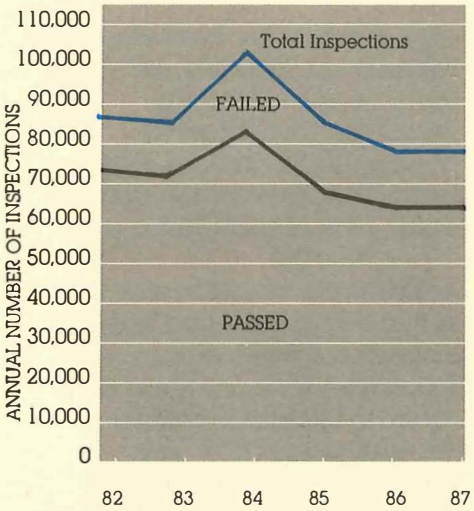
- The number of Transport Inspectors reduced from 27 to 25 during the year due to a resignation and a transfer neither of which were replaced.
- A new inspection recording system was introduced from 1 January which is giving more accurate statistics.
- The number of enquiries for court prosecutions (which consume a considerable proportion of Transport Inspectors' time) has increased by over 20% compared to recent years.
- Roadside mechanical checks and inspections in used car yards (which are the most effective means of improving the roadworthiness of vehicles using public roads) have both risen again after a steady decline in recent years.

Despite a 7% reduction in staff and the adoption of a new inspection recording system which produces slightly lower results, the overall performance of the inspection and enforcement staff has been maintained and inspections in the areas most vital to public safety have increased.

## PROSECUTIONS

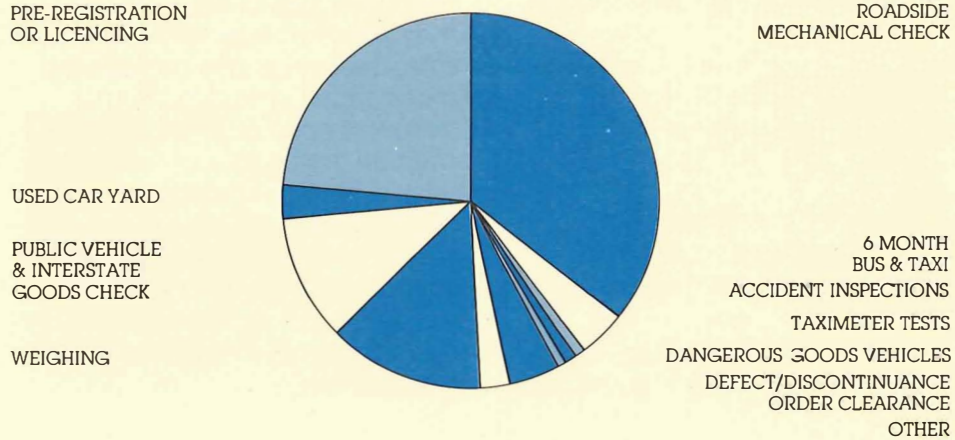
The number of successful court prosecutions has increased by 29% over the previous financial year. While there has been a general increase in the number of offences prosecuted, the most marked increases have been in failures to transfer vehicle registration which have risen by over 50% and the use of unregistered vehicles which rose by 36%.

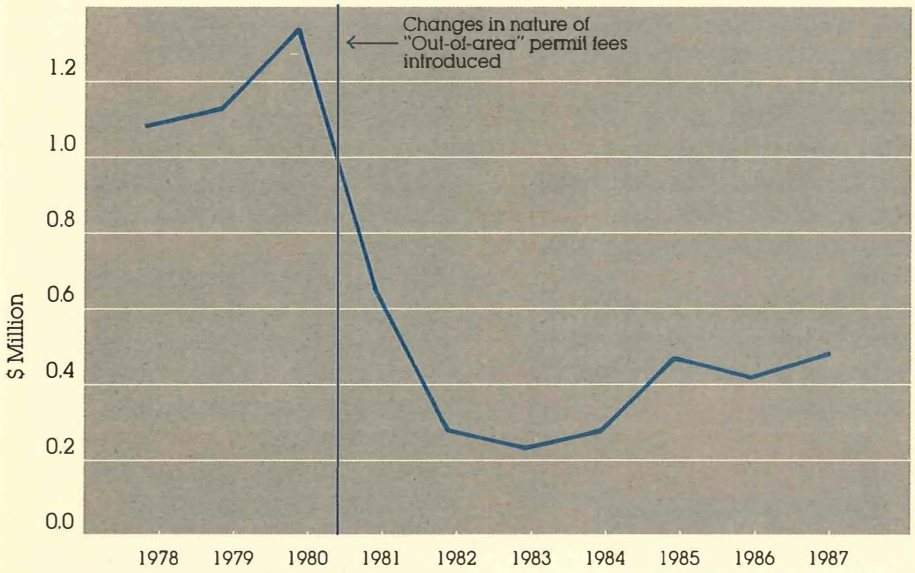
There were only two cases in the year in which magistrates ruled against the prosecution giving a success rate of better than 99%.



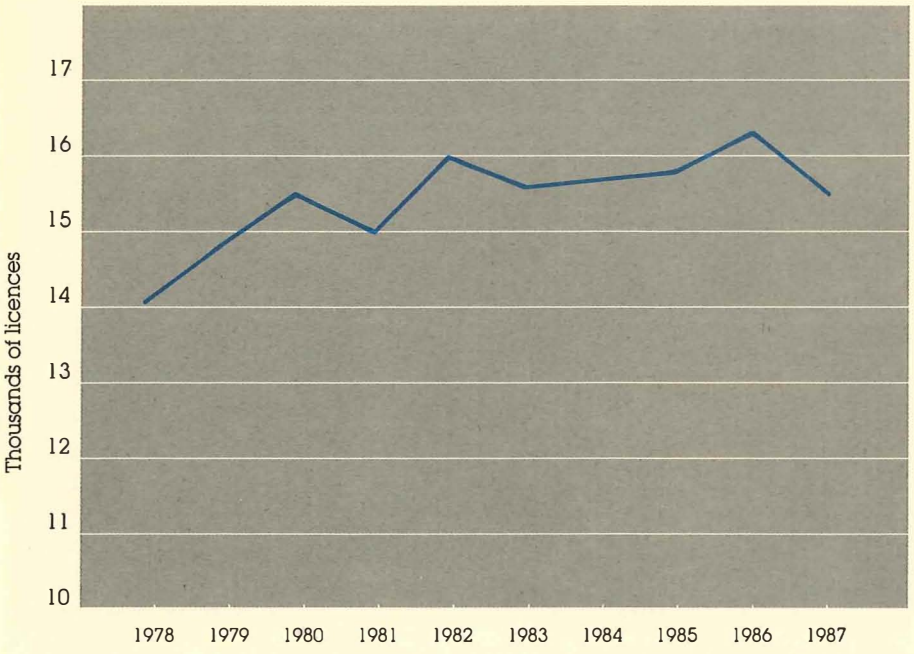

JUNE 30
VEHICLE INSPECTION STATISTICS

### TYPE OF INSPECTION






**PUBLIC VEHICLE FEES**
**(Including out-of-area permit fees)**




**PUBLIC VEHICLE LICENCES**

The Division monitors private bus routes and fares.

## PUBLIC VEHICLES

The Public Vehicles Branch maintains records of all licensed public vehicles operated in Tasmania, including:

- Taxicabs and Hire Cars
- Buses
- Trucks
- Aircraft
- Hire and Drive Vehicles

During the year 2,302 Public Vehicle Licences were issued, renewed or altered. The total revenue collected from Public Vehicle Licence fees for the year was $474,974 an increase of 10% on 1985/86.

The Branch processes all applications for new licences and changes of conditions on existing licences (including bus routes, timetables and fares) for consideration by Transport Tasmania. The Branch also collects fees for the road movement of commodities reserved for rail.

## REISSUE OF LICENCES FOR THE 1986–1989 TRIENNIUM

All public vehicle licences expired on 30 June 1986. The licence holders formally re-apply for their re-issued. This was a major task involving 7,170 vehicles all of which had to be inspected prior to re-licensing.

The opportunity was taken to upgrade the Commission's records to obviate the need for any such major exercises in the future. Specialised vehicles are now more clearly identified in the record allowing Transport Tasmania to maintain a more substantial information base.

## ESTABLISHMENT OF NEW BUS SERVICES

The Branch assists bus operators to provide additional services throughout the State, particularly to remote and unserviced areas.

During the year the following services were licensed by the Commission:-

- Tas. Spastics Association – Transport of students to and from D'Alton Special School – twice daily.
- St. Leonards – Launceston Christian School Riverside – Students only – twice daily.
- Penguin – Riana Primary School – Students only – twice daily
- Electrona – Nicholls Rivulet Road for transfer to Woodbridge High School – Students only – twice daily
- Hobart – Bicheno – Hobart – Saturday service – January–March – twice daily
- Railton – Sheffield – Devonport – Fortnightly – Shopping service
- New Norfolk – Hobart – Monday to Friday evening service – Provided on a trial basis for 1 month

## TIMETABLE AND FARES FOR LICENSED BUS OPERATIONS

The Commission issues coach licences for route service operators, fixing routes, timetables and fares where necessary.

During the year work was completed on a booklet of timetables and fares for internal use but also for sale to bus operators, tourist authorities and the general public. There are two schedules covering:

- Fares and charges levied on all private bus services in operation in Tasmania, and
- Routes and Timetables including general conditions of licence on all private bus services conducted throughout the State.

The schedules,which will be updated twice each year are available at a cost of $10 each or $15 the pair.

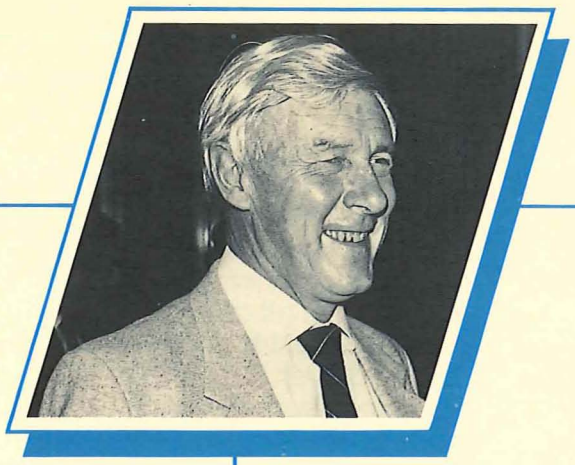
## OFFICE SYSTEMS

The Office Systems Branch co-ordinates the computerisation of transactions and procedures and the development of system improvements.

Major projects carried out during the year included:

- Integration of Public Vehicle and Motor Registry vehicle records.
- Introduction of a heat sealed registration renewal form which eliminated envelopes.
- Recording of chassis numbers for motor vehicles, trailers and caravans.
- Development work for the introduction of common registration expiry dates for fleet owners and Government Departments which will be implemented next year.

Motor registry staff handle over 700,000 transactions each year.



N.A. MacMillan
General Manager, Marine

| Joint Venture Bass Strait Services | Bruny Island Ferry Service | Policy & Management |
|---|---|---|
| • Operating "STRAITSMAN" service<br>• Undertaking crew management for "CHALLENGER-B" | • Operating Bruny Island Ferry | • Providing policy advice to Government<br>• Representing the Commission on Marine Committees<br>• Processing workers compensation claims<br>• Investigating alternative shipping arrangements<br>• Evaluating tenders<br>• Undertaking forward planning |

# Marine Division

The Marine Division is responsible for matters relating to the maritime industry including the provision of policy advice to the Government on maritime affairs. The Division originally provided a sea cargo service to and from the East Coast of Tasmania and to the Furneaux Group Islands. By the seventies the services had expanded to include King Island and Melbourne, some of the vessels operated being the "JOSEPH BANKS", the "STRAITSMAN" and the "RA". Since 1975, however, The Division's coastal shipping operations have been centred on providing a service to King Island from Stanley and Melbourne using the small Roll-on Roll-off vessel "STRAITSMAN". In 1985 the State Government formed a Joint Venture with Brambles Industries Limited to provide this service.

The Division also provides a vehicular/passenger ferry service between Roberts Point on Bruny Island and Kettering on the Tasmanian mainland.

The "Straitsman" operates between Stanley, Grassy on King Island and Melbourne.

## JOINT VENTURE – BASS STRAIT SERVICE

"Straitsman"

Since 1985 the State has been involved in a Joint Venture with Brambles Industries to provide a service on a week on – week off basis to King Island from Melbourne and Stanley using M.V. "STRAITSMAN". In return for an agreed management fee the State provides "STRAITSMAN" for trading by Brambles Shipping. Transport Tasmania supplies crews and limited management services.

In November 1986 Brambles Industries advised the State Government that it would be terminating the Joint Venture on 30 June 1987, when the initial two year agreement ended. On 10 January 1987 the State Government called for "Expressions of Interest" from experienced shipping companies to operate a regular shipping service between Tasmania, King Island and Victoria from 1 July 1987. Two companies are evaluating the King Island service and expect to advise the State Government early in the new financial year.

In the absence of any other operator ready to service King Island the Government has given Transport Tasmania approval to place "STRAITSMAN" back into the triangular Bass Strait trade between Melbourne, Grassy and Stanley on a full time basis. This is without prejudice to any studies that may be taking place between the Government and shipping companies as a result of the "Expressions of interest" called for in January.

The Division has therefore been engaged in the following transitional tasks in assuming full responsibility for the "STRAITSMAN" service:

- Stevedoring Arrangements
- Equipment hire
- Sailing schedules
- Freight rate determinations
- Discussions with marine boards, shippers and freight forwarders
- Crewing arrangements
- Terminal staffing

### "Challenger-B"

Over the last two years Transport Tasmania has provided crew management services to the "Challenger B", also operated by Brambles Industries. With the Challenger B operation now fully established all crew management functions were handed over to Brambles Industries from the end of June 1987. Since May, therefore, the Division has been actively involved in the transfer of seagoing personnel to Brambles.

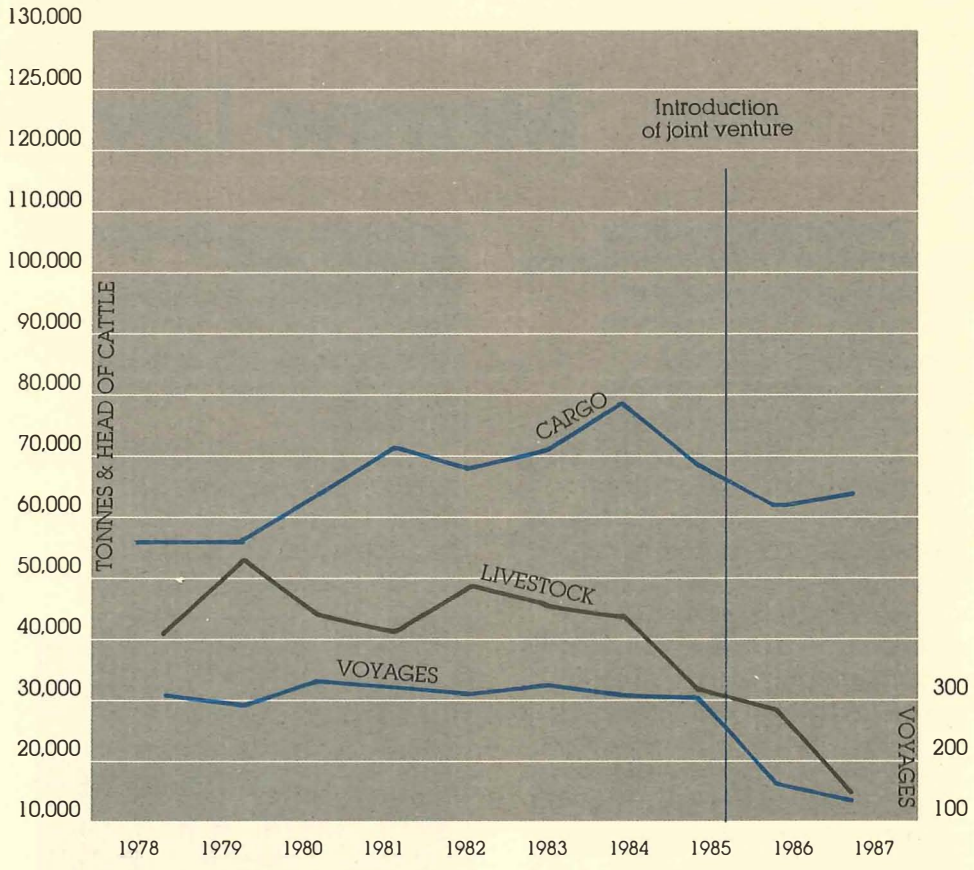
## BRUNY ISLAND FERRY SERVICE

The State Government through Transport Tasmania provides the only regular transport link to Bruny Island, south of Hobart. The service operates between Kettering on the Tasmanian mainland and Roberts Point on Bruny Island, a distance of 3.2 kilometres. Nine round trips per day between 7.15 a.m. and 7.15 p.m. are provided. Two ferries, "HARRY O'MAY" and "MANGANA", operate on the run. The former is the main ferry while the latter is kept as a standby in case of mechanical breakdown, dockings or heavy demand.

During the year the service operated smoothly with the few delays experienced being due to:

- Minor technical faults in the shore terminals and,
- Restricted visibility due to fog.

On 20 October 1986 the first increase in fares since 1980 was introduced. This included the introduction of a new "peak" fare which applies over weekends and on public holidays.




STRAITSMAN: CARGO, LIVESTOCK AND VOYAGES

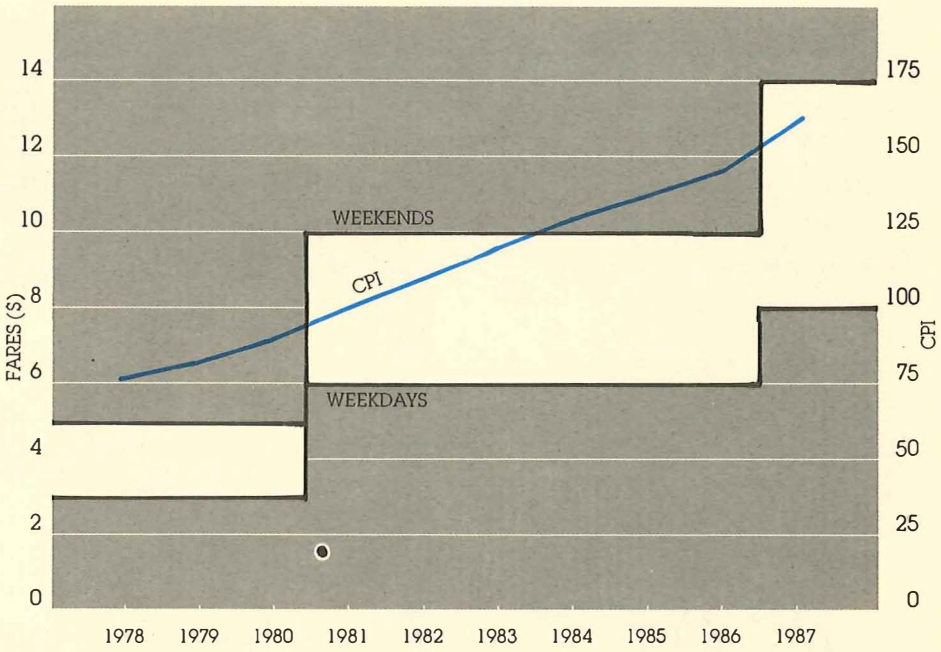
## BRUNY ISLAND FERRY – FARES AT 30 JUNE 1987

| | |
|---|---|
| Pedestrians | Gratis |
| Vehicles | |
| under 5M | $ 8.00 |
| Weekend peak | $14.00 |
| Vehicles | |
| over 5M | $10.00 – $80.00 |

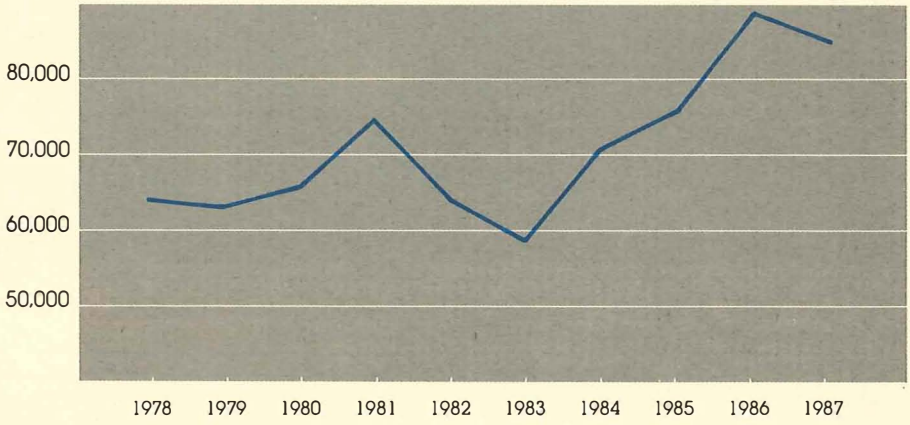
Following the increase in fares there was a 9.2% drop in patronage. This drop can be attributed to the fare increase, the bad weather conditions during January and February 1987 and the closing of the mutton bird season this year. Since 1980 the increase in fares has been limited to 33% as opposed to a 67% increase in the CPI.I

It has been decided to review fares on an annual basis in future. When making recommendations for changes to the fare structure the Division is aware of the need to provide an inexpensive service to both residents and visitors to the island while endeavouring to achieve a basic level of cost recovery.

Because of the age of "MANGANA" (56 years) and the costs associated with keeping her in survey, a study has been carried out and preliminary plans drawn up for a larger ferry to replace "MANGANA" and allow the "HARRY O'MAY" to become the standby. The Government will consider this matter next year.

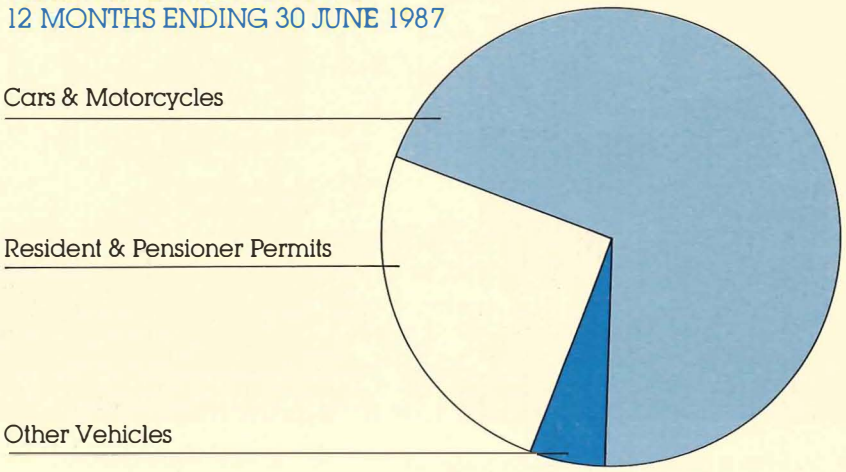


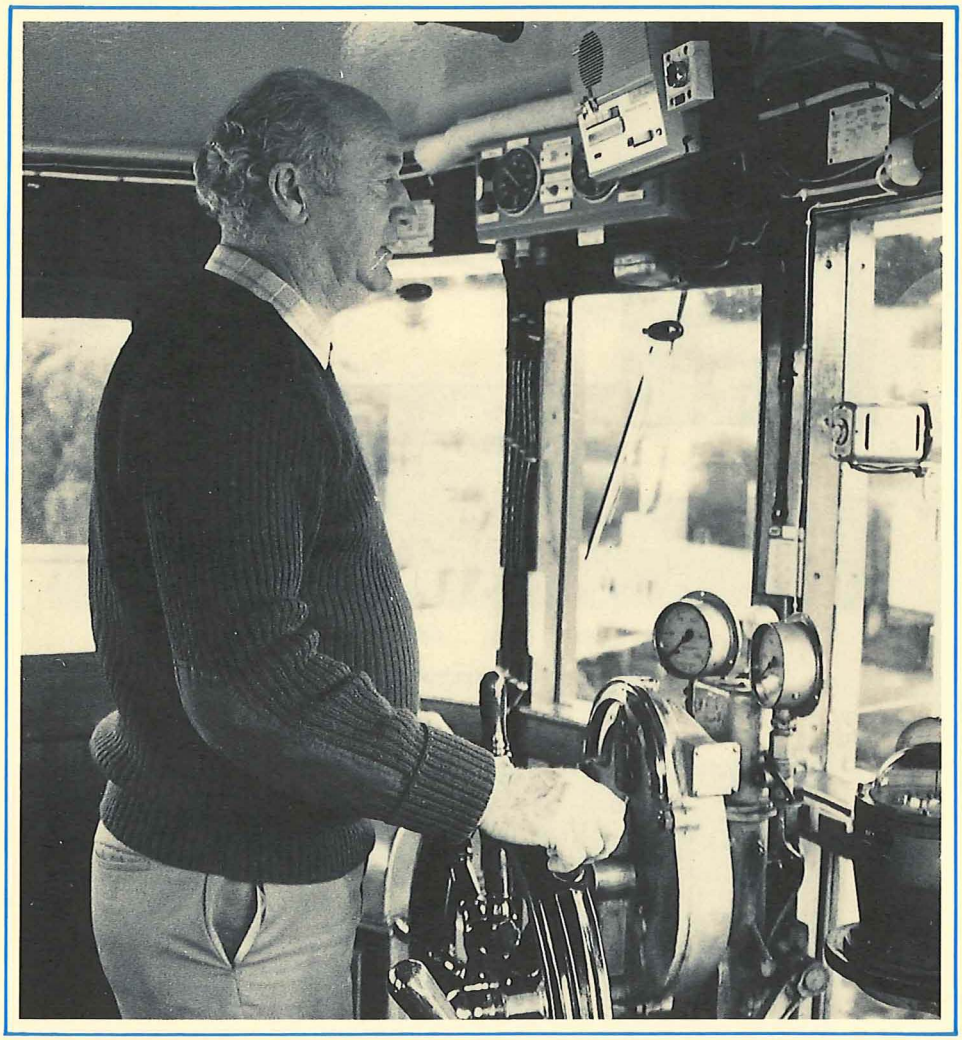

FARES: BRUNY ISLAND




VEHICLES CARRIED: BRUNY ISLAND FERRY

VEHICLES CARRIED BY TYPE
12 MONTHS ENDING 30 JUNE 1987





Terry Chopping, relieving ferry master on the Harry O'May. The Harry O'May was introduced onto the Bruny Island run in 1978.

The Division is represented on the Maritime Industries Advisory Council which reviews Tasmanian shipping arrangements.

## POLICY MANAGEMENT

The Marine Division through the Commissioner provides advice to Government on all maritime matters. The Division is represented on many marine related Committees and 17 Groups as listed on page 18 of this Annual Report.

During the year the General Manager attended the Marine & Ports Group meetings. This has resulted in close liaison with the Federal Government on all Marine matters and assisted decision making.

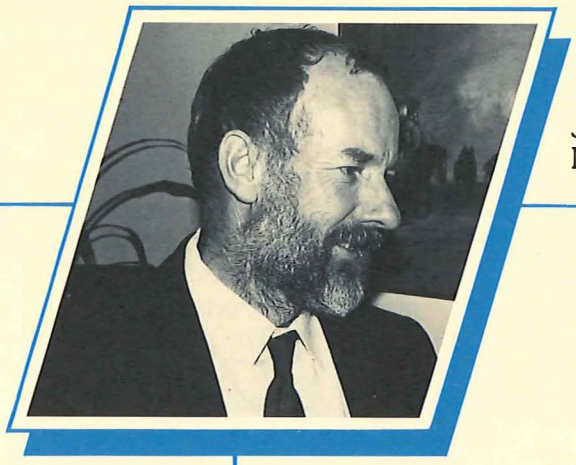
The Division is involved in a range of Marine issues through these Committees. Some of the matters discussed include:

- Oil pollution
- Purchase of vessels
- Lightstations
- Livestock shipment
- Port Planning
- Marine research
- Navigation
- Overseas shipping

The Division has been active in providing information and assistance to shipping companies who have expressed interest in operating a regular service between Tasmania, King Island and Victoria.

The Marine Division has handled all shipboard workers compensation claims for "Straitsman", "Abel Tasman" and "Challenger B". At the beginning of 1987 information on workers compensation was put onto computer which allows the rapid retrieval of statistical information on claims, payments and balances outstanding.

The Division is assisting with a study into the feasability of a replacement for the "Abel Tasman".



John Gough
Manager

| Engineering | | Marketing & Sales |
|---|---|---|
| • Machining using lathes, grinding equipment and boring machinery<br>• Carrying out heat treatment<br>• Fabricating<br>• Electroplating and metal | finishing<br>• Conducting design engineering | • Attending trade displays, shows, etc.<br>• Maintaining close contact with key firms in the mining, defence and process engineering sectors |

# PTA Engineering

The Precision Tool Annexe was built and equipped by the Commonwealth Government during the war years 1939-1945 to produce tools, gauges, dies, jigs and fixtures for the war effort. After the war the building and equipment were handed over to the State Government.

For over 40 years skills have been developed and maintained to enable the manufacture of a diversity of products. After the war the workshops were heavily involved in the supply of tooling, gauges and components to General Motors Holden. Later much work was done for the Government Aircraft Factory. In recent years there has been an increasing involvement with the mining and processing industries. The skills and capabilities of PTA Engineering now make it unique in Australian industry.

PTA Engineering's workshops at Mayne Street, Launceston.

In early 1979 the workshop was relocated from its ageing premises in the Launceston railway yards to a new site at Invermay. The change of name from Precision Tool Annexe to PTA Engineering occurred in 1981 and represented the need to compete more effectively in the tight market of today.

## ENGINEERING

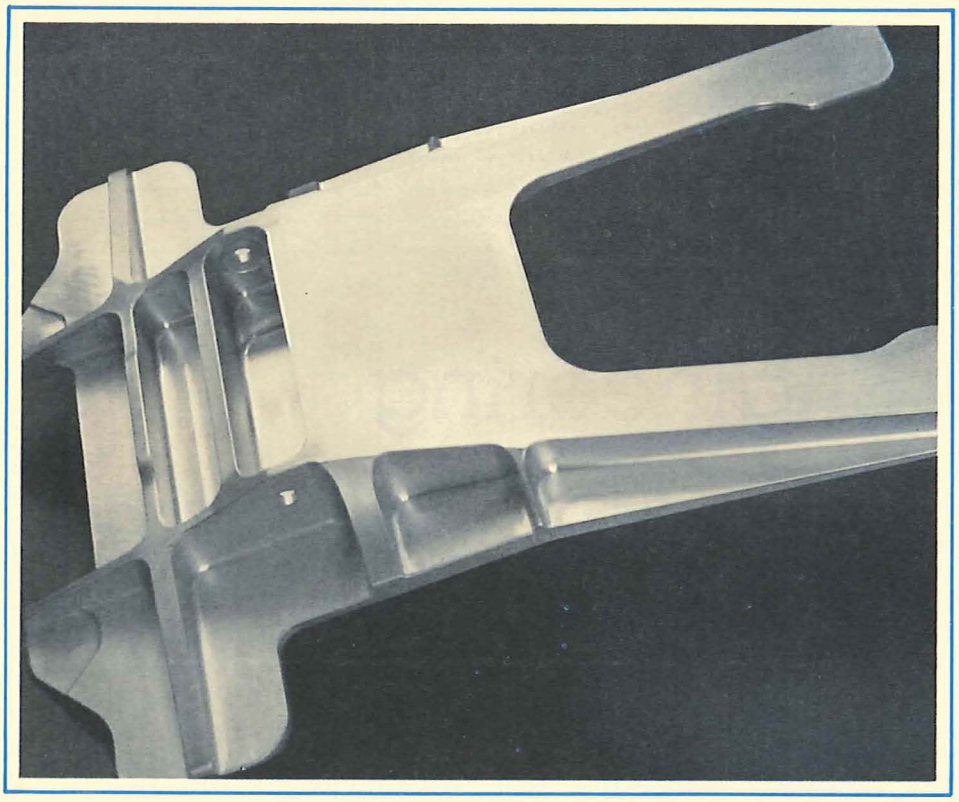
During the year the workshop was involved in a wide variety of activities, the major projects being:

- The supply of precision jet

engine fuel pump components for Pratt & Whitney - Canada.
- The supply and installation of 6 water cooled electrode holders for Elkem of Norway for the Temco furnaces.
- The supply of five 20 tonne diesel hydrostatic tunnel locomotives for the Melbourne and Metropolitan Board of Works
- The supply of a large range of mining equipment spares for the Australian mining industry.

Sales for the year exceeded $3.25 million. This represents an improvement in overall performance even though the workshops have operated at a loss for some years now.

During the year staffing levels fell by five reducing numbers to 79. The resignation of the senior sales representative and the accountant left several problems with administration. Additionally some experienced senior staff were unavailable due to extended sick leave. No significant industrial matters were recorded during the year.



An example of a component manufactured by PTA engineering.

Training is essential to the workshop and four apprentices were employed in February, 1987 bringing the total number in training to 16.

PTA Engineering is likely to see some change of direction due to Government intentions to cut losses. While the future is presently unclear there is an optimism that changes will encourage future expansion and improved performance of this important skilled resource centre.

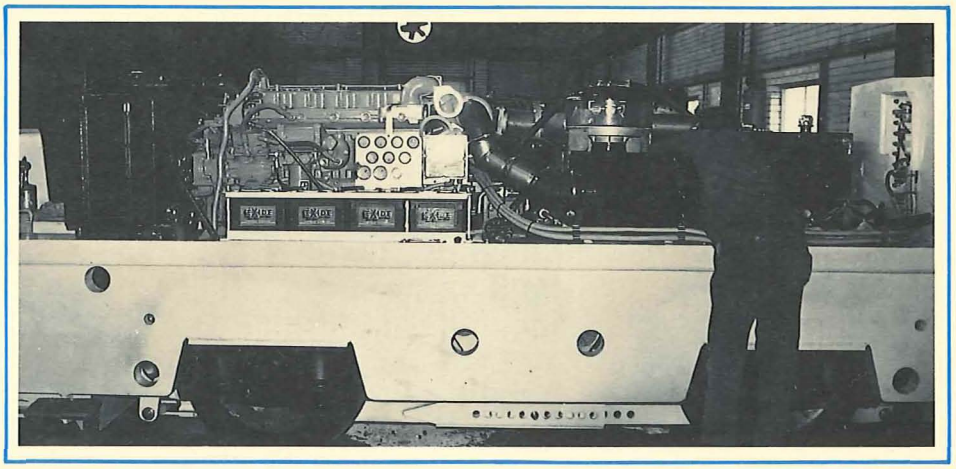
## MARKETING

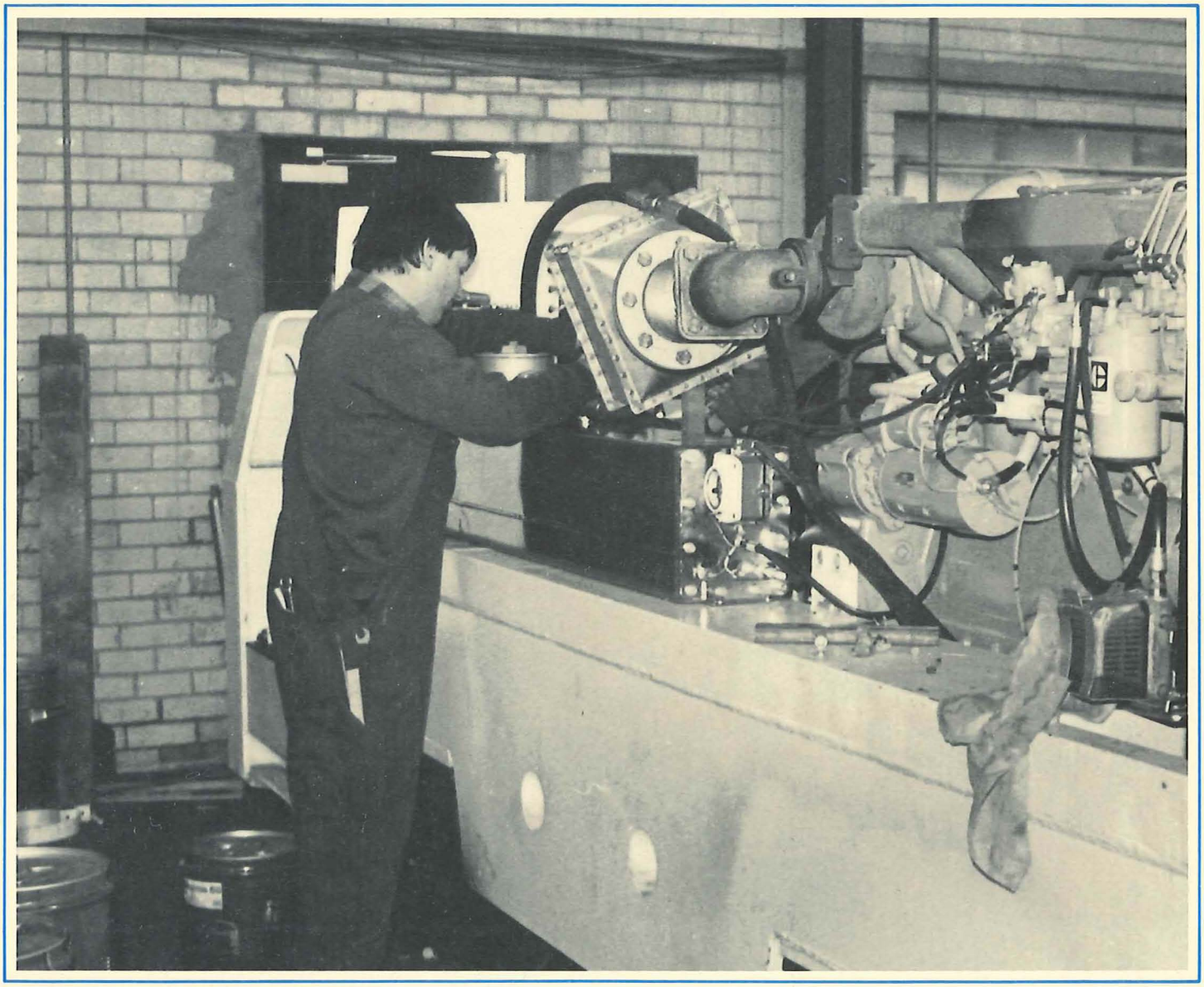
Much effort is expended gaining orders for work to be carried out at the workshop. During the year representatives of PTA Engineering attended trade exhibitions at the Mining Exhibition at the Royal Show Ground, Sydney and at the Kalgoorlie Mining Show in Western Australia.

A major negotiation during the year was for the manufacture of jet engine parts for the United States firm Garrett. During the year, however a new manufacturing process was devised in the US. This made the planned PTA work unnecessary and unavoidably the project was shelved. Despite this setback it is still hoped that future work for Garrett can be obtained.

PTA Engineering is currently pursuing other projects in the aviation industry and has hopes of securing contracts for work with the likes of Boeing and Ford Aviation. Effort is also being put into securing contracts for the manufacture of key components for the much publicised submarines to be constructed for the Royal Australian Navy.

In December PTA Engineering won the contract to supply the Melbourne & Metropolitan Board of Works five 20 tonne diesel locomotives for its 6.5m by 15Km Western Sewerage Tunnel development. These locomotives were designed by a Zimbabwe based company and call for the use of hydrostatic transmissions driven by 250 HP Caterpillar turbo charged diesels. The first loco will be commissioned for service in July 1987. It is hoped that this contract will lead to others for the manufacture of similar equipment for the mining and sugar growing industries.





Geoffrey Ede
General Manager

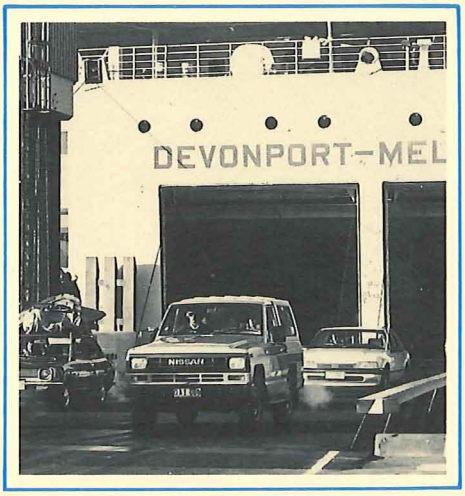
| Operation | | Marketing |
|---|---|---|
| • Operating the Bass Strait Roll on Roll off ferry, "ABEL TASMAN" | • Administering tt-line | • Undertaking sales and marketing for the "ABEL TASMAN" service |
| • Managing Melbourne and Devonport terminals | | • Operating computerised booking system |

# tt-LINE

TT-line is the Division of Transport Tasmania established in 1985 to operate the Bass Stait ferry, "ABEL TASMAN". The "ABEL TASMAN" operates between Devonport and Melbourne a distance of 426 km and makes three overnight crossings each way per week. Before 1985 the "ABEL TASMAN", then named the "NILS HOLGERSSON", was managed by TT Saga Line of Germany and operated between Travemunde and Trelleborg on the Baltic Sea. It was purchased by the Tasmanian Government in 1984 and converted to suit the Bass Strait service.

At the end of its second year of the service,tt-line returned an impressive performance to attain an operating surplus of over $2.7 million.

The line has established itself as a vital link in Tasmania's Bass Strait transportation services, and is well placed to further capitalise on its sound foundations through well-planned development in the coming years.




Cars driving off the Abel Tasman soon after its arrival at Devonport.

## OPERATIONS

The "ABEL TASMAN" service is operated as a commercial enterprise relatively free of State Service constraints.

This has been facilitated by tt-line's arm's length relationship to Government provided for in the Transport Act 1981, exemptions granted under Section 5 of the Tasmanian State Service Act 1984 and by a conscious policy of Government which requires the operation to be self-funding.

To keep costs to a minimum and to minimise the number of employees in tt-line, use is made where possible of existing resources elsewhere in Transport Tasmania. In particular, payroll, accounting, data processing, personnel,

industrial relations, research and crewing resources are "purchased" from Transport Tasmania's support Divisions.

An Advisory Board, established under the Transport Act 1981, has been created to overview the performance of the operation. The Board comprises the Commissioner for Transport, (Chairman), Director of Tourism, Under Treasurer, General Manager of tt-line, and three private sector businessmen experienced in tourism, freight and financial management. At 30 June 1987 these Board members were John Macmillan, Brian Winspear and Tom Sutton.

## MANAGEMENT

The direct tt-line organisation comprises some 34 operational staff. Additional support staff are provided from other areas of the Commission.

Five senior managers report directly to the General Manager and are separately responsible for marketing, technical matters, freight and the Melbourne and Devonport terminals.

The "ABEL TASMAN" itself is manned by two crews each of 115 persons.

In pursuing its objective of financial self reliance and profitability, tt-line has developed a strategy aimed at constantly improving its competitiveness and increasing its operational efficiency and standards of service based on, inter-alia:

- establishing an industrial relations policy built on mutual understanding, trust and confidence between employees, unions and management;
- providing training courses for the marine stewards of the 'ABEL TASMAN' enabling them to improve their own professional qualifications and, at the same time, offer passengers a much higher level of service;.
- developing and implementing an aggressive marketing program to dramatically lift sales;

ensuring that all operational areas perform as individual profit centres.

## RESULTS

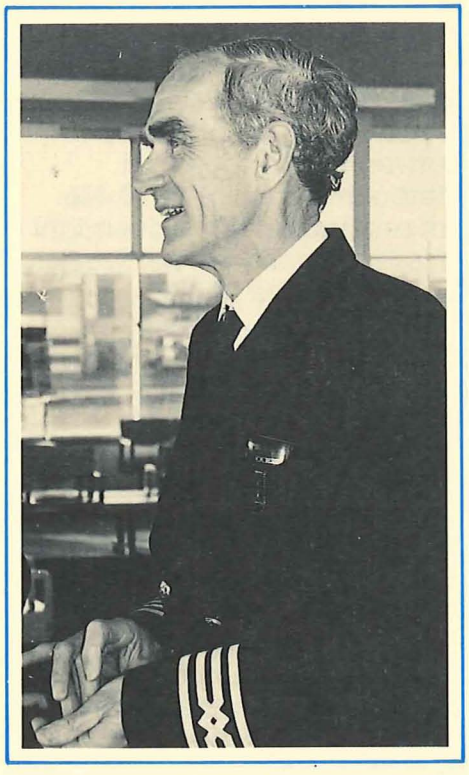
The "ABEL TASMAN" service passed several notable milestones in 1986/87, including the carriage of its 300,000th passenger in January.

The ship for the first time, earned a surplus over operating costs.This is seen as a fitting tribute to the dedication of the ship's officers, crew and management.

What makes this achievement even more notable is that this result was achieved in the "ABEL TASMAN's" second year of operation, one year ahead of target.

Coupled with this success, effective marketing and public relations saw tt-line assume a higher profile in the market place and in the tourism industry generally.

Captain Ralph MacDonnell, one of the two Masters alternating command of the Abel Tasman.



# Directory of Key Personnel

COMMISSIONER
Tony Pedder
(002) 389226

DEPUTY COMMISSIONER
Neil Aplin
(002) 389220

## SECRETARIAT DIVISION

SECRETARY
Brian Stuart
(002) 389237

ASSISTANT SECRETARY
Fred Jones
(002) 389225

## ECONOMIC PLANNING & RESEARCH DIVISION

DIRECTOR
Colin Finch
(002) 389236

SENIOR TRANSPORT PLANNER
Glen D'Este
(002) 389217

MANAGER INFORMATION SERVICES
Bert Elson
(002) 389292

## FINANCE AND DATA PROCESSING DIVISION

DIRECTOR
Denzil Yaxley
(002) 389240

### ACCOUNTS

ACCOUNTANT
Brian Heerey
(002) 389231

ASSISTANT ACCOUNTANT
Ian Darcey
(002) 389230

### DATA PROCESSING

SENIOR MANAGER APPLICATIONS
Bob Irvine
(002) 389336

SYSTEMS ADMINISTRATOR OPERATIONS
Peter Chivers
(002) 389260

## LEGAL DIVISION

SOLICITOR
Fred Joughin
(002) 389247

ASSISTANT SOLICITOR
Tony Allingham
(002) 389247

## PERSONNEL/INDUSTRIAL RELATIONS DIVISION

DIRECTOR
David Keyes
(002) 389366

INDUSTRIAL MANAGER
Geoff Wood
(002) 389253

## DIVISION OF ROAD SAFETY

DIRECTOR
Barry Madden
(002) 389251

EXECUTIVE OFFICER
Graeme Wise
(002) 389245

## TRAFFIC ENGINEERING DIVISION

CHIEF TRAFFIC ENGINEER
Tony Peters
(002) 389319

### ROADS AND SERVICES

DEPUTY CHIEF TRAFFIC ENGINEER
Milan Prodanovic
(002) 389255

SENIOR ENGINEER PLANNING
Geoff Brown
(002) 389282

### TRAFFIC SIGNALS

SYSTEMS ENGINEER
Peter Freeman
(002) 389276

### ADMINISTRATION

EXECUTIVE OFFICER
Laurie Whiteley
(002) 389254

### ACCIDENT RESEARCH

MANAGER, ACCIDENT RESEARCH
Mark Leggett
(002) 389278

### REGIONS

TRAFFIC ENGINEER
LAUNCESTON
David Johnson
(003) 322227

SENIOR TRAFFIC
ENGINEERING ASSISTANT
BURNIE
Joe Ratray
(004) 313455

## TRANSPORT REGULATION DIVISION

DIRECTOR
Warwick Counsell
(002) 389264

### VEHICLE STANDARDS

MANAGER VEHICLE
STANDARDS
David Moir
(002) 389347

### MOTOR REGISTRY

MANAGER MOTOR REGISTRY
Bruce Gregg
(002) 389328

### PUBLIC VEHICLES

MANAGER PUBLIC VEHICLES
Russ Goodluck
(002) 389327

### OFFICE SYSTEMS

MANAGER OFFICE SYSTEMS
Peter Snow
(002) 389248

### TRANSPORT LEGISLATION

MANAGER TRANSPORT
LEGISLATION
Mark Holliday
(002) 389223

### REGIONS

OFFICER IN CHARGE LAUNCESTON
Rick Woolley
(003) 322225

OFFICER IN CHARGE DEVONPORT
Phil Copping
(004) 244133

OFFICER IN CHARGE BURNIE
Kevin Turner
(004) 311133

## MARINE DIVISION

GENERAL MANAGER
Norman MacMillan
(002) 389311

MARINE SUPERINTENDENT
David Bond
(002) 389311

## PTA ENGINEERING

MANAGER
John Gough
(003) 263411

ASSISTANT MANAGER
Geoff Noden
(003) 263411

ACCOUNTANT
John De Deuge
(003) 263411

## TT-LINE

GENERAL MANAGER
Geoffrey Ede
(03) 6463425

TERMINAL MANAGER MELBOURNE
Paul Ebsworth
(03) 6451553

OPERATIONS MANAGER DEVONPORT
Rod Jackson
(004) 279766

MARKETING MANAGER
Trevor Bond
(002) 389360

ACCOUNTANT
Ron Lucas
(002) 389212